C5900-T30
11/21/88

THE WEEKLY OF BUSINESS AVIATION™

Vol. 47 No. 19

INTELLIGENCE

DRUG TESTING regulations that would require testing of more than 500,000 pilots, mechanics and other aviation industry employes in safety related positions are expected to be issued by the Transportation Department this week.

CESSNA AIRCRAFT officials view their Caravan I utility turboprop as a logical replacement for many armed service missions now flown with helicopters. The company hopes the U.S. Army will agree to conduct a multi-month evaluation of a Caravan I in the near future. In addition to its load-carrying capabilities, Cessna officials point to the very high dispatch reliability and low maintenance costs of Caravans compared to helicopters.

PIPER AIRCRAFT, which announced an order backlog of $100 million at last month's NBAA convention in Dallas, say the backlog figure jumped to approximately $120 million as a result of orders placed during a Piper dealer meeting in Florida the weekend following NBAA. More than 100 aircraft, including 73 Cadets and 24 Malibu Mirages, were ordered during the Oct. 22-23 meeting.

NEW RESTRICTIONS and proposed regulations to curb use of GA aircraft in drug smuggling may not have a major effect on corporate and business flight operations, but other segments of the industry, such as dealers, brokers and title search companies, are concerned. They fear changes in procedures could further complicate an already complex process and may limit public access to information now available from FAA's Aircraft Registry in Oklahoma City.

DRUG BILL INCLUDES GA RESTRICTIONS, REQUIRES FAA TO STUDY OTHERS

National Business Aircraft Association said omnibus drug legislation passed by Congress last month will not pose a significant problem to its members as long as the Federal Aviation Administration, in forming final regulations, does not "ignore the basic concerns and rights of individuals." Aircraft Owners and Pilots Association said the bill would not have a significant impact on drug smuggling and called it nothing more than a "tax on general aviation to do a job Customs needs to have done."

One of the aims of the bill, H.R.5210, is increasing FAA's role in assisting drug enforcement agencies in stopping the trafficking of drugs by GA aircraft. General aviation drug trafficking provision is the same as H.R.4844, approved by the House early in October (BA, Oct. 10/113). Bill requires permanent revocation of a pilot's license following a drug conviction and presentation of a driver's license for individuals and a tax identification number for businesses when registering an aircraft. FAA also is required to address changes in its system of processing forms for major repairs or alterations of fuel tanks and fuel systems.

Bill establishes user fees to cover costs of enforcement not to exceed $12 for a pilot's certificate, $25 for registration renewal and $7.50 for major repair and alteration forms. Aircraft used in connection with "or in aiding or facilitating a violation whether or not a person is charged in connection with such violation may be seized and forfeited" by the Drug Enforcement Administration or the Justice Department.

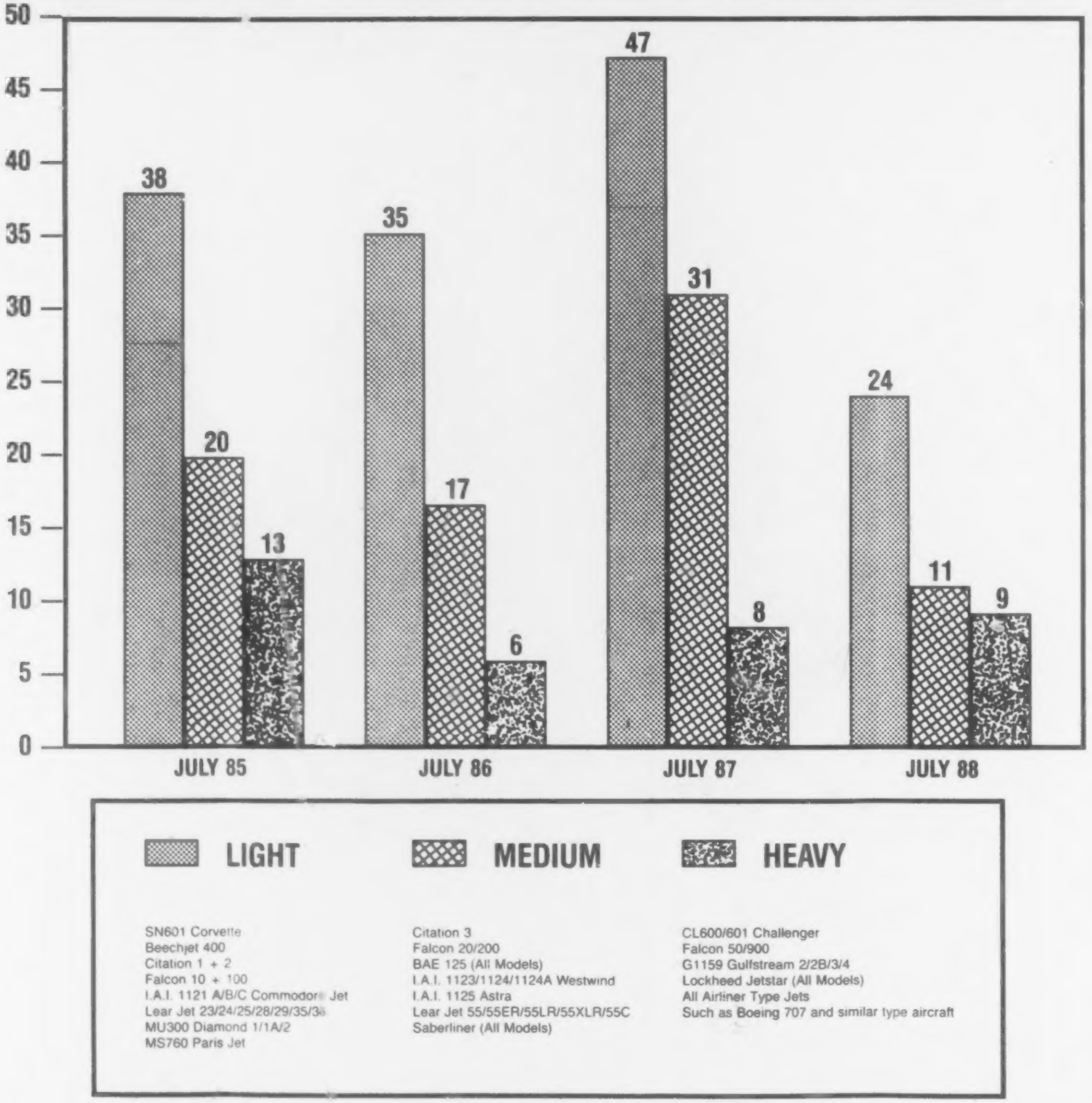
In addition to the specific requirements in the legislation, the bill also requires FAA to consider a

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kathryn Bledsoe**/Assistant Editor, **Tom Woodall**/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISBN No. 0888-3467) • **Officers of McGraw-Hill Information Services Co.**: President: Walter D. Serwatka; Executive V.P.: Kenneth E. Gazzola, Aerospace and Defense. **Officers of McGraw-Hill, Inc.**: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: U.S. qualified rate. One year $345, 6 months $225. Quantity rates on request. Mailed first class. COPYRIGHT © 1988 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

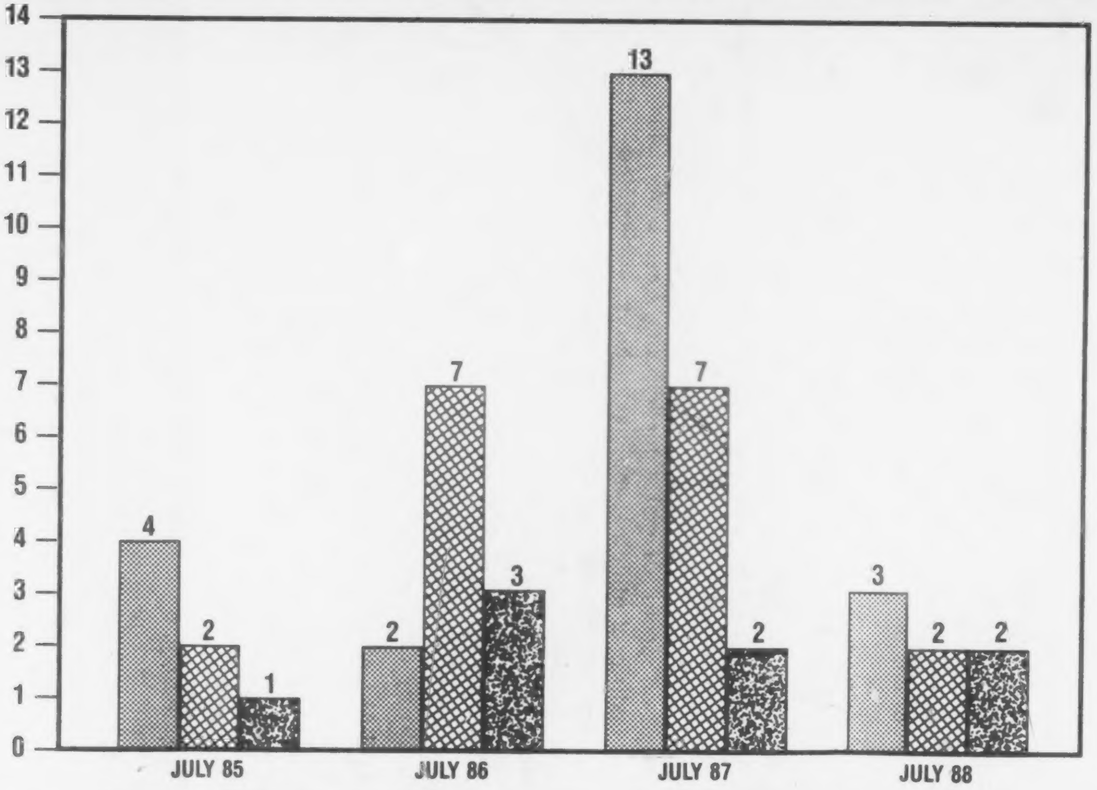
USED RETAIL JET DELIVERIES - NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

SEPTEMBER 88

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▨ **LIGHT**

- SN601 Corvette
- Beechjet 400
- Citation 1 + 2
- Falcon 10 + 100
- I.A.I. 1121 A/B/C Commodore Jet
- Lear Jet 23/24/25/28/29/35/36
- MU300 Diamond 1/1A/2
- MS760 Paris Jet

▨ **MEDIUM**

- Citation 3
- Falcon 20/200
- BAE 125 (All Models)
- I.A.I. 1123/1124/1124A Westwind
- I.A.I. 1125 Astra
- Lear Jet 55/55ER/55LR/55XLR/55C
- Saberliner (All Models)

▨ **HEAVY**

- CL600/601 Challenger
- Falcon 50/900
- G1159 Gulfstream 2/2B/3/4
- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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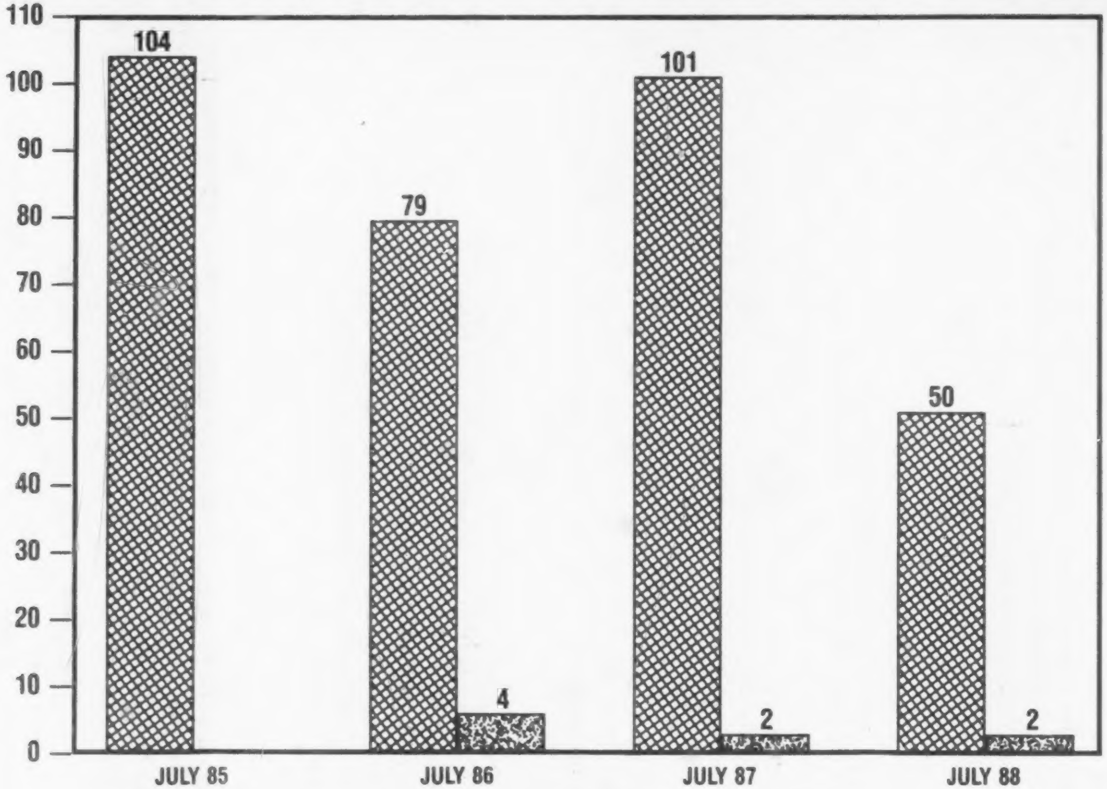
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▩ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▨ HEAVY

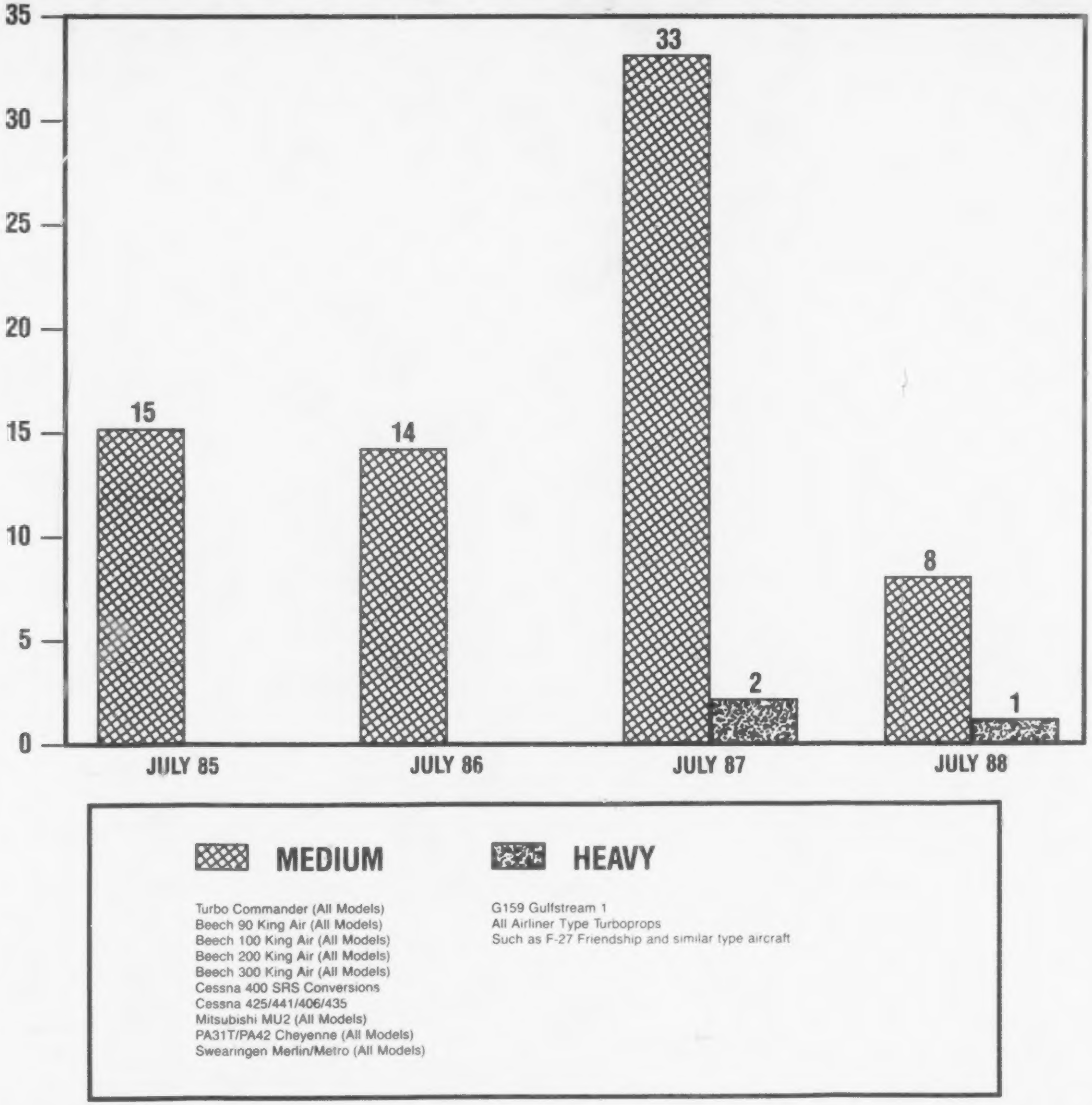
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

p 149(a)

SOURCE: AVDATA, INC., WICHITA, KS.

SEPTEMBER 88

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



Turbo Commander (All Models)
Beech 90 King Air (All Models)
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Swearingen Merlin/Metro (All Models)

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

p. 150a

SOURCE: AVDATA, INC., WICHITA, KS.

SEPTEMBER 88

p. 15(6a)

AIRPORT AND AIRWAY TRUST FUND
Status As Of Aug. 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,032,432,326.63	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,230,000.00	68,823,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	4,034,000.00
2. Non-commercial 9 cents tax	2,715,000.00	27,596,000.00
3. Non-commercial 3 cents tax	875,000.00	9,323,000.00
4. Transp by air,seats,berths,etc.	246,125,000.00	2,483,838,000.00
Use of international trav fac	9,027,000.00	80,746,000.00
Transp of property and cargo	14,133,000.00	152,501,000.00
Total Tax Receipts	279,323,000.00	2,826,861,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	9,320.00
2. Any liquid fuel except gas	188,700.00	2,395,960.00
3. Gasoline -Retailer's tax	1,100,000.00	3,700,000.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	1,288,700.00	6,105,280.00
Net Tax Receipts	278,034,300.00	2,820,755,720.00
C. Interest on Investments	3,366,525.00	887,672,258.67
Net Receipts	281,400,825.00	3,708,427,978.67
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	68,829,582.00	757,125,339.00
2. Grants-in-aid for airports	69,991,885.17	708,602,338.17
3. Facilities & equipment	94,162,123.20	945,099,532.83
4. Research engineering & development	20,597,649.24	150,988,806.01
B. NOAA weather services	0.00	21,218,250.00
C. Interest on Refund of Taxes	20.00	68,720.00
Total Expenditures	253,581,259.61	2,583,102,986.01
IV. BALANCE - END OF PERIOD	11,060,251,892.02	11,060,251,892.02

STATEMENT OF FINANCIAL CONDITION

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	$ 381.04	
Operations	3,748,449.41	
Grants-in-aid for Airports	3,561,255.53	
Facilities & Equipment	24,289,789.47	
Research Engineering & Development	6,162,016.57	
NOAA weather services	0.00	
		$ 37,761,892.02
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1989	$ 11,022,490,000.00	
		11,022,490,000.00
Total Assets		11,060,251,892.02
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,060,251,892.02
Total Liabilities and Equity		11,060,251,892.02

Treasury Department Chart

C5800-30
11/22/88

THE WEEKLY OF
BUSINESS AVIATION™
NOV 21, 1988
Vol. 47 No. 21

INTELLIGENCE

BEECH AIRCRAFT has seen its order backlog for the Starship plunge during the past two months as it attempted to "reconfirm" previous orders. Beech said "the reduction in backlog at the end of September reflects the removal of eight aircraft for customers who did not reconfirm their orders. An additional 14 customers declined to reconfirm in October." Number of firm orders for the Starship is now 40, Beech said, compared to 62 when the reconfirmation process began. The 40 orders are "in excess of two years production" at the anticipated production rate.

WINNING BIDDER for the Hughes Aviation Services fixed-base operation at McCarran International Airport in Las Vegas, Nev. may be selected this week. Hughes Corp. announced this spring it planned to sell the FBO to concentrate on real estate development (BA, May 16/154) and bids for the facility were being evaluated last week.

MASSPORT officials refused to comment last week on DOT Law Judge Burton Kolko's ruling that the PACE Plan at Boston Logan should be declared illegal (BA, Nov. 14/153). Massport officials held a press conference in Boston Wednesday in which they released figures on the effects of the PACE Plan since its implementation and said they would file a formal response to Kolko's decision today.

REP. NORMAN MINETA, chairman of the House aviation subcommittee, indicated last week he plans to retain that position in the 101st Congress. There had been speculation Mineta might switch to chairing the surface transportation subcommittee.

DOT DRUG RULES WILL REQUIRE TESTING FOR 538,000 AVIATION EMPLOYES

Rules issued by the Transportation Department last week requiring more than 4 million transportation employes to undergo drug testing, include approximately 538,000 employes in the aviation industry (BA, Jan. 26, 1987/25). Those subject to testing include pilots operating under Parts 135 or 121, flight instructors, ground instructors, mechanics, flight dispatchers, engineers, airport security screening personnel, and flight attendants. Rule does not apply to private pilots, but does include pilots engaged in crop dusting or banner towing. Private pilots may be subject to post-accident and periodic testing in the future, according to a DOT spokesman. Rules will require five types of testing: pre-employment, periodic, random, reasonable cause, and post-accident for marijuana, cocaine, opiates, amphetamines, and phencyclidine (PCP).

Rules do not require an employer to provide rehabilitation or job security to an employe who tests positive. Transportation Secretary James Burnley said DOT's job is "to get the employe out of the position." The rule states it is "inconsistent with (FAA's) safety responsibilities to promote the message that drug use in the aviation industry will be tolerated until an individual's drug use is detected through testing." An employe who tests positive will also be subject to further testing for "a reasonable period of time" following rehabilitation, Burnley said. Rules do require, however, the employer to provide an employe assistance program (EAP) which will include education and training for employes on the hazards of drug use and training for supervisors making determinations to test employes based on reasonable cause.

Burnley said he considers random testing to be the "most important part" of the program. He

(Continued on the following page)

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STATUS OF AIRPORT & AIRWAY TRUST FUND

SEPTEMBER 30, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,060,251,892.02	$ 9,934,926,899.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,762,000.00	74,585,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	4,259,000.00
2. Non-commercial 9 cents tax	1,187,000.00	28,783,000.00
3. Non-commercial 3 cents tax	306,000.00	9,629,000.00
4. Transp by air,seats,berths,etc.	331,171,000.00	2,815,009,000.00
Use of international trav fac	14,033,000.00	94,779,000.00
Transp of property and cargo	15,191,000.00	167,692,000.00
Total Tax Receipts	367,875,000.00	3,194,736,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	-9,320.00
2. Any liquid fuel except gas	0.00	-2,395,960.00
3. Gasoline -Retailer's tax	0.00	-3,700,000.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	-6,105,280.00
Net Tax Receipts	367,875,000.00	3,188,630,720.00
C. Interest on Investments	4,953,738.75	892,625,997.42
Net Receipts	372,828,738.75	4,081,256,717.42
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	72,579,586.00	829,704,925.00
2. Grants-in-aid for airports	116,621,026.21	825,223,364.38
3. Facilities & equipment	97,940,415.66	1,043,039,948.49
4. Research engineering & development	18,694,350.50	169,683,156.51
B. NOAA weather services	7,072,750.00	28,291,000.00
C. Interest on Refund of Taxes	0.00	68,720.00
Total Expenditures	312,908,128.37	2,896,011,114.38
IV. BALANCE - END OF PERIOD	11,120,172,502.40	11,120,172,502.40
ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	783.79	
Operations	4,285,449.41	
Grants-in-aid for Airports	-27,359,770.68	
Facilities & Equipment	12,912,373.81	
Research Engineering & Development	-1,132,333.93	
NOAA weather services	0.00	
		$ -11,493,497.60
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
3-5/8 maturing JUNE 30, 1989	$ 11,131,666,000.00	
		11,131,666,000.00
Total Assets		11,120,172,502.40
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,120,172,502.40
Total Liabilities and Equity		11,120,172,502.40

C5800-30
1/10/89

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 48 No. 1

INTELLIGENCE

MASSACHUSETTS PORT AUTHORITY'S plan to consolidate its appeal of DOT's ruling against the PACE Plan at Boston Logan with a related case already pending in the First Circuit Court of Appeals in Boston, may be contested by PACE Plan opponents. Aviation groups would like to see Massport's appeal of the DOT decision stand on its own, rather than be consolidated with the other case, and would prefer to have the issue argued in another circuit.

AVIATION INTERESTS would like to see some of the military facilities recommended for closure in a report issued last week converted to use as civil airports. The report, issued last Thursday by the Defense Secretary's Commission on Base Realignment and Closure, recommended the closure of five Air Force Bases—George, Mather and Norton in California, Chanute in Illinois and Pease in New Hampshire—plus Hamilton Army Airfield in California, along with other locations having existing aviation facilities or potential for their development.

PIPER AIRCRAFT CORP. expects to be building 1,000 airplanes per year by 1993, nearly four times the company's total of 276 new airplanes in 1987 and nearly double the 550 new Pipers the company expected to deliver in 1988.

MASSPORT 'TEMPORARILY' ABANDONS PACE PLAN

Massachusetts Port Authority has "temporarily" replaced the PACE Plan for Boston Logan Airport with a weight-based landing fee system while it appeals DOT Deputy Secretary Mimi Dawson's decision which found the plan to be "contrary to federal statute" (BA, Dec. 26/201). Massport was scheduled to lose approximately $10.2 million in federal airport improvement grants if it did not rescind the fees.

Massport said it also will seek expedited review of Dawson's decision in the First U.S. Circuit Court of Appeals and will ask the court to consolidate its appeal with the case already pending. That appeal was brought by several general aviation interest groups following a decision upholding the PACE Plan by U.S. District Court Judge David Mazzone (BA, July 4/1).

New system will charge approximately $1.49 per 1,000 pounds of landed weight, as compared to the $1.31 per 1,000 pounds charged before PACE went into effect July 1. Revised fees will also include a $25 minimum landing fee for any type of aircraft as it had done prior to July 1.

David Davis, executive director at Massport, said he had also instructed his staff to "begin working on a delay reducing program which will rely on peak hour charges and off-peak discounts, an approach which many at DOT view favorably if we correctly interpret the discussions that led to their final ruling." Davis said he hopes to have "DOT's support and cooperation as we craft this new airport delay and decongestion program." Davis also said he plans to meet with representatives from the National Business Aircraft Association and the Regional Airline Association to "enlist them in a joint demonstration of the value of the peak program." Jonathan Howe, president of NBAA, said "we are not opposed to some form of peak hour pricing, as long as it is fairly done. We said this as early as a year ago, but they (Massport) would never talk to us."

Calling Dawson's finding, a "setback, but not a defeat," Davis said the "Reagan Administration decided to put its muscle behind a small group of private plane owners who are concerned solely with

(Continued on the following page)

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USED RETAIL JET DELIVERIES - NORTH AMERICA

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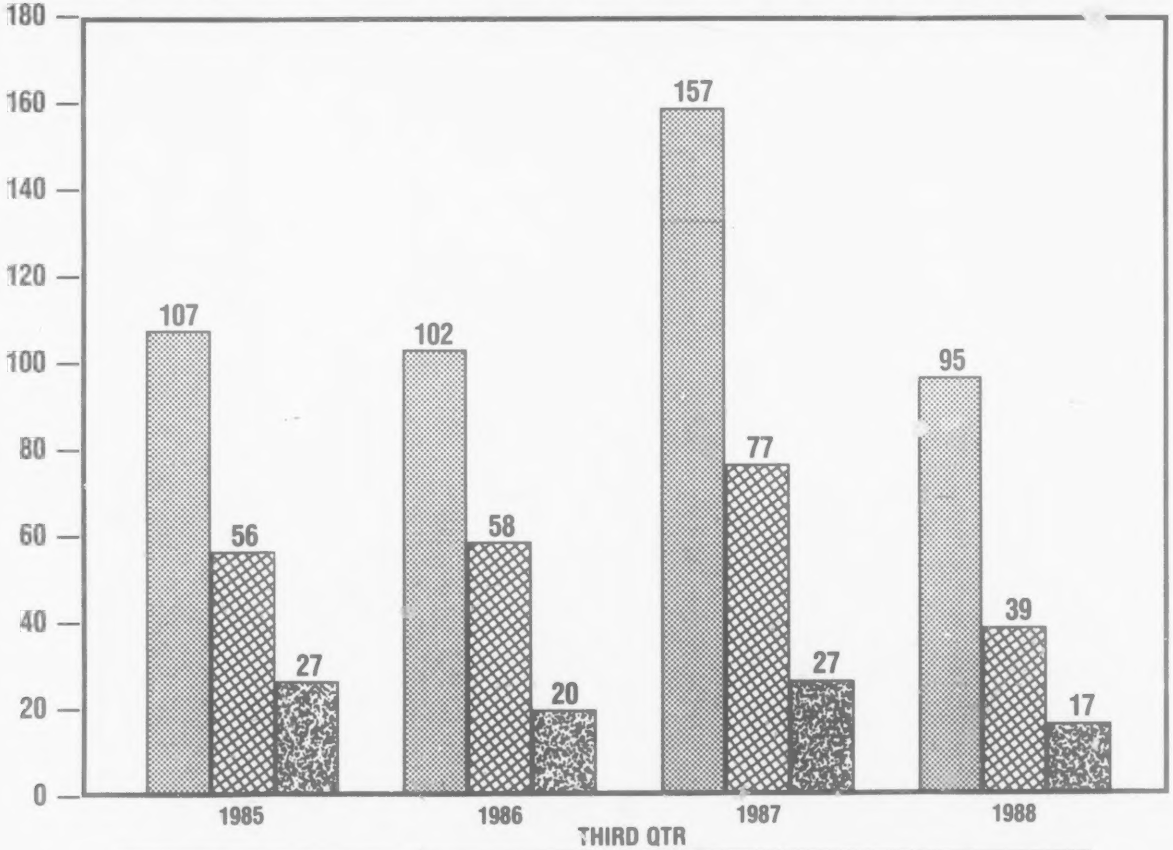

▨ **LIGHT**

- SN601 Corvette
- Beechjet 400
- Citation 1 + 2
- Falcon 10 + 100
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- Lear Jet 23/24/25/28/29/35/36
- MU300 Diamond 1/1A/2
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- Falcon 20/200
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- Lockheed Jetstar (All Models)
- All Airliner Type Jets
- Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

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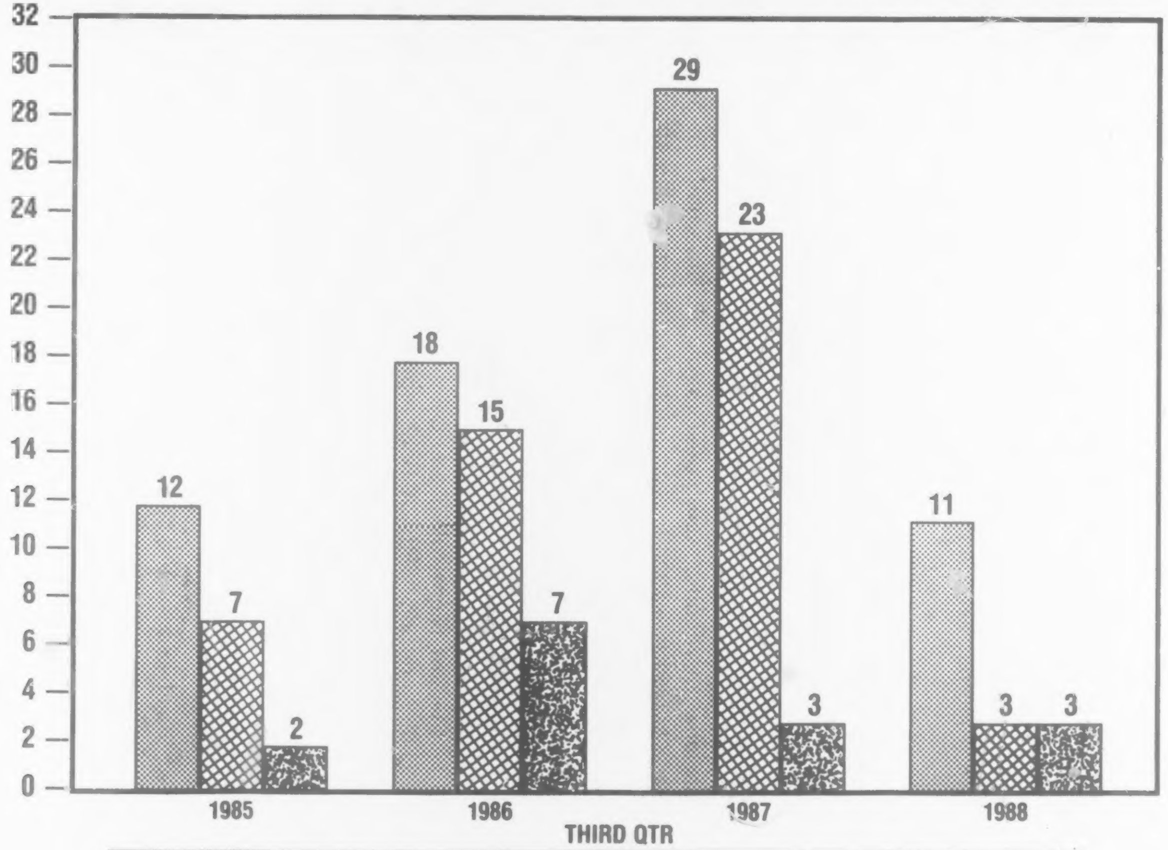
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



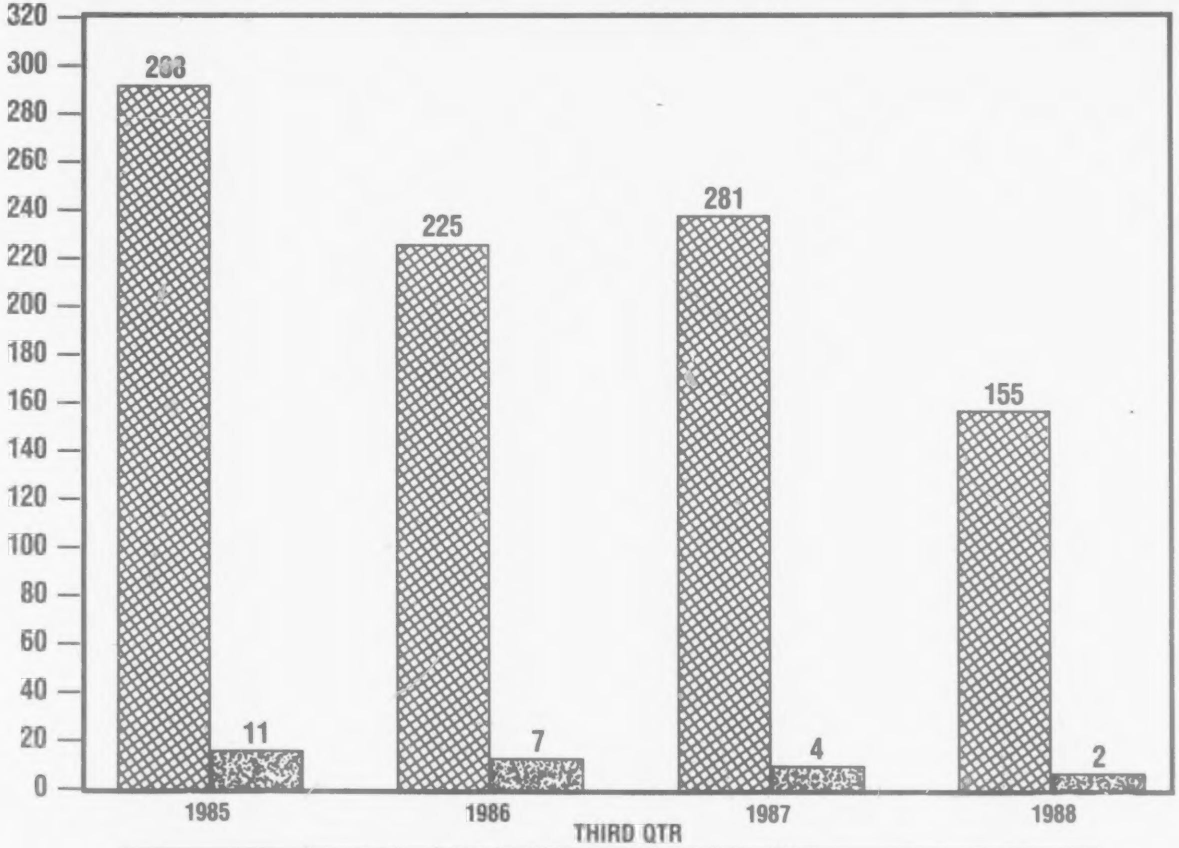
▨ LIGHT	▨ MEDIUM	▨ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA

6(a)



▨ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
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PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

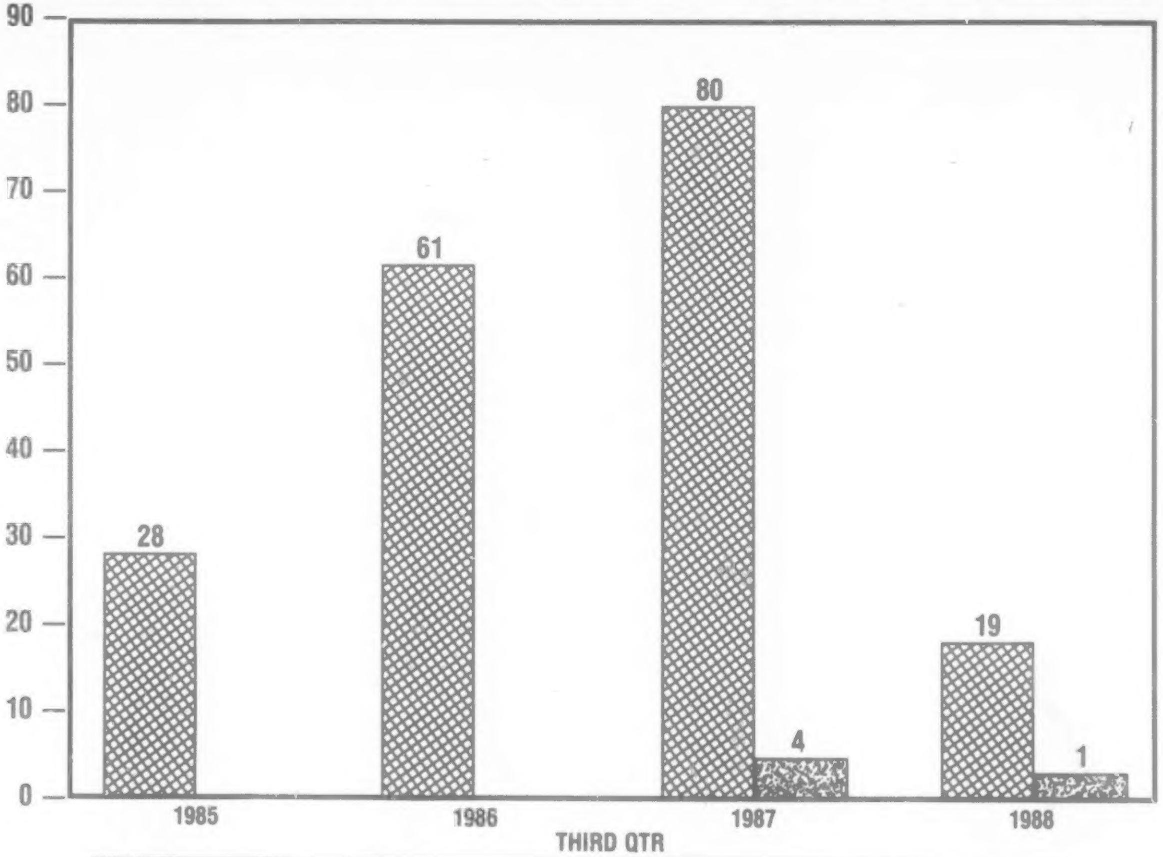
▒ HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▨ **MEDIUM**

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▩ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

CS800-30
1/20/89

THE WEEKLY OF BUSINESS AVIATION™

Vol. 48 No. 3

INTELLIGENCE

SAFETY RECORD of corporate/executive operators in 1988 was better than the scheduled airlines, according to preliminary statistics reported by the National Transportation Safety Board. NTSB said corporate operators had only six accidents in 3.42 million flight hours last year for an accident rate of 0.175 per 100,000 flight hours. The accident rate for Part 121 scheduled air carriers was 0.275 per 100,000 flight hours (see related article on Page 21).

JAMES BURNLEY'S last day as Transportation Secretary will be this Thursday (Jan. 19) and Deputy Secretary Mimi Dawson will assume responsibility for DOT until Samuel Skinner is sworn in as Burnley's successor. Dawson's tenure at the top is expected to last only a matter of days as Skinner's confirmation hearing before the Senate Commerce Committee is set for Jan. 25 and rapid approval of his nomination is anticipated.

WILLIAM BOETTGER, executive vice president of Learjet Corp., has assumed direct responsibility for the company's marketing activities. The marketing department had already been reporting to Boettger and he assumed complete control following the recent departure of Frank de Monchaux, who joined the company a year ago (BA, Jan. 18/22).

TOTAL COST ESTIMATE of FAA's airspace modernization program "will equal about $25 billion" during the 18-year period from 1982 to the year 2000, the Reagan Administration said last week.

REAGAN'S FINAL BUDGET CALLS FOR BOOST IN FAA SPENDING LEVELS

The Reagan Administration's budget proposal for fiscal 1990, which begins Oct. 1, 1990, calls for a 10.2 percent increase in budget authority over the $6.72 billion FAA is expected to actually obligate in fiscal 1989. The new budget proposal, which is subject to modification by the incoming Bush Administration in addition to changes Congress will order, calls for hiring additional controllers, safety inspectors and continuing procurement of new equipment as part of the National Airspace System (NAS) modernization program.

Transportation Secretary James Burnley said "it is absolutely critical that Congress fully fund this request," adding that "the country cannot afford the shortchanging of modernization of our air traffic control system." Total budget authority requested for FY 1990 is $7.39 billion. Included in that total is: $3.92 billion for FAA Operations; $1.95 billion for Facilities and Equipment; $165 million for Research, Engineering and Development; and $1.7 billion for Airport Improvement Program grants.

The AIP figure is misleading, however, because DOT proposes to obligate only $1.35 billion for airports. In addition, DOT wants authority to earmark $250 million of the $1.35 billion as "discretionary funds" for projects designed to enhance national capacity and safety needs at airports. Under the existing grant formula, about half of total AIP funds each year are distributed to airports based on their enplanements. DOT has indicated that most of the $250 million would come from proportional reductions of entitlement grants and the current estimate is DOT's plan would reduce the average entitlement grant by about 21 percent.

Revenues in the Airport and Airway Trust Fund would provide all the funds for F&E, AIP and

(Continued on the following page)

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GA ACCIDENTS DOWN IN 1988, BUT FATAL MISHAPS INCREASED SLIGHTLY -- Corporate/executive flight operations posted a remarkably safe year in 1988 and total general aviation accidents also declined, but the number of fatal GA accidents rose slightly, according to preliminary figures released last week by the National Transportation Safety Board.

NTSB said there were only six accidents involving corporate/executive aircraft last year and no fatal accidents, a dramatic improvement from 1987 when there were 19 total accidents and five fatal accidents that resulted in the death of 18 persons. Corporate/executive accident rate fell from 0.558 per 100,000 flight hours in 1987 to 0.175 accidents per 100,000 flight hours last year. Total flight hours logged in corporate/executive service rose less than one percent to 3.42 million.

In the business flying category, the total accident rate declined from 3.07 accidents per 100,000 flight hours in 1987 to 2.75 accidents per 100,000 flight hours in 1988, but the number of fatal accidents increased from 45 in 1987 to 53 in 1988. Number of fatalities also rose, from 93 to 95, and NTSB officials indicated the 1988 figures could increase as it completes its analysis of 1988 accident reports.

Total GA accidents fell 5.6 percent, from 2,471 in 1987 to 2,332 (see charts on the back of Pages 21-23). Fatal accidents increased, however, from 435 in 1987 to 438, but number of fatalities declined from 830 in 1987 to 782 last year. Overall GA accident rate fell below eight per 100,000 flight hours for the first time, from 8.46 in 1987 to 7.95 last year, but the fatal accident rate held steady at 1.49 per 100,000 flight hours.

Nonscheduled air taxis operating under Part 135 recorded modest improvement last year. Total accidents fell from 99 to 97, number of fatal accidents was down one to 28 and number of fatalities declined from 64 in 1987 to 57 in 1988. Total accident rate for air taxi operators was 3.36 per 100,000 flight hours, the lowest rate in the last 11 years and the third consecutive year it declined. Fatal accident rate was 0.97 per 100,000 flight hours, the fourth consecutive year of decline and the lowest rate since the 0.75 posted in 1984.

Commuter/regional carriers providing scheduled service under Part 135 had a much improved record in 1988 compared to 1987. Total accidents fell from 34 to 20 and number of fatal accidents dropped from 12 to only two last year. Number of fatalities dropped from 61 to 21. Total accident rate fell from 1.74 to 0.991 per 100,000 flight hours and fatal accident rate was 0.099, compared to 0.614 in 1987.

Major U.S. airlines providing scheduled service under Part 121 had 29 accidents last year, including three fatal accidents that resulted in 285 fatalities, compared to 33 accidents, four fatal accidents and 231 fatalities in 1987. The 1988 fatal accidents included the Aloha Airlines 737 that lost a top portion of its fuselage in April, causing the death of a flight attendant; a Delta Airlines 727 that crashed on takeoff Aug. 31 near Dallas, killing 14; and, the Pan Am 747 that crashed Dec. 21 at Lockerbie, Scotland, resulting in the death of 270 persons on board and 15 on the ground. Overall accident rate was 0.275 compared to 0.320 per 100,000 flight hours in 1987 and fatal accident rate was 0.020, compared to 0.030 in 1987. The rate information does not include the Pan Am crash because of the presumption it was caused by sabotage.

HOUSE BILL INTRODUCED TO NULLIFY FOREIGN REPAIR STATION RULE CHANGE -- House aviation subcommittee Chairman Norman Mineta (D-Calif.) has introduced legislation (H.R. 145) to repeal the effectiveness of FAA's final rule allowing foreign repair stations to perform aircraft maintenance work on U.S.-registry aircraft (BA, Nov. 21/163). Members of the House Public Works Committee and other House legislators, in a letter to FAA Administrator Allan McArtor, said the repeal or modification of the rule, which became effective Dec. 22, is a high priority.

The legislators, citing possible safety problems resulting from a continuing lack of FAA inspectors and from lack of airline control over maintenance, requested that FAA collect detailed data on foreign repair station maintenance, including which airlines are obtaining maintenance beyond that permitted under the old rule, the type of maintenance involved and where maintenance is being conducted. FAA is requested to report to Congress quarterly.

Legislators told McArtor that they recognized that some changes to the current rules are needed. Foreign manufacturers should be able to repair and maintain their own manufactured equipment, regardless of where it is operated, they said. Foreign-based subsidiaries of U.S. aeronautical firms also should be allowed to conduct maintenance on U.S. aircraft without individual regulatory exemptions, the legislators told McArtor.

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ACCIDENTS, FATALITIES, AND RATES
U.S. GENERAL AVIATION *
1978 - 1988

	Accidents		Fatalities			Accident Rates@ Per 100,000 Aircraft Hours	
Year	Total	Fatal	Total	Aboard	Aircraft Hours Flown#	Total	Fatal
1978	4216	719	1556	1398	34,887,000	12.08	2.06
1979	3818	631	1221	1203	38,641,000	9.88	1.63
1980	3590	618	1239	1230	36,402,000	9.86	1.69
1981	3500	654	1282	1261	36,803,000	9.51	1.78
1982	3233	591	1187	1171	32,095,000	10.06	1.84
1983	3075	555	1064	1057	31,048,000	9.90	1.79
1984	3010	543	1039	1018	31,510,000	9.54	1.72
1985	2741	498	950	941	30,590,000	8.95	1.62
1986	2581	471	961	874	29,317,000	8.80	1.61
1987P	2471	435	830		29,208,000	8.46	1.49
1988P	2332	438	782		29,350,000	7.95	1.49

P Preliminary data.

Source of estimate: FAA.

* All operations other than those conducted under 14 CFR 121 or 14 CFR 135.

@ Suicide and sabotage accidents excluded from rates as follows:
Total - 1978 (2), 1980 (1), 1982 (3), 1983 (1), 1984 (3), 1985 (3), 1987 (1)
Fatal - 1978 (2), 1980 (1), 1984 (2), 1985 (2), 1987 (1)

ACCIDENTS, FATALITIES, AND RATES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
NONSCHEDULED OPERATIONS
(ON-DEMAND AIR TAXIS)
1978 - 1988

Year	Accidents Total	Accidents Fatal	Fatalities Total	Fatalities Aboard	Aircraft Hours Flown#	Accident Rates Per 100,000 Aircraft Hours Total	Accident Rates Per 100,000 Aircraft Hours Fatal
1978	198	54	155	152	3,545,753	5.58	1.52
1979	160	30	77	73	3,684,321	4.34	0.81
1980	171	46	105	101	3,617,724	4.73	1.27
1981	157	40	94	92	2,895,827	5.42	1.38
1982	132	31	72	72	3,256,763	4.05	0.95
1983	141	27	62	57	2,574,883	5.48	1.05
1984	146	23	52	52	3,079,007	4.74	0.75
1985	152	35	76	75	2,782,696	5.46	1.26
1986	116	31	65	61	2,913,358	3.98	1.06
1987P	99	29	64		2,877,002	3.44	1.01
1988P	97	28	57		2,890,000	3.36	0.97

P Preliminary data.

# Source of estimate: FAA.

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ACCIDENTS, FATALITIES, AND RATES
U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135
ALL SCHEDULED SERVICE
(COMMUTER AIR CARRIERS *)
1978 - 1988

								Accident Rates +					
	Accidents		Fatalities					Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Total	Aboard	Aircraft Miles Flown#	Aircraft Hours Flown#	Departures#	Total	Fatal	Total	Fatal	Total	Fatal
1978	61	14	48	48	226,187,000	1,302,136	1,995,728	0.270	0.062	4.685	1.075	3.057	0.701
1979	52	15	66	66	192,493,000	1,169,921	1,883,705	0.270	0.078	4.445	1.282	2.761	0.796
1980	38	8	37	37	192,200,000	1,175,588	1,776,999	0.198	0.042	3.232	0.681	2.138	0.450
1981	31	9	34	32	193,001,000	1,240,764	1,835,144	0.161	0.047	2.498	0.725	1.689	0.490
1982	26	5	14	14	222,355,000	1,299,748	2,026,691	0.117	0.022	2.000	0.385	1.283	0.247
1983	17	2	11	10	253,572,000	1,510,908	2,328,430	0.067	0.008	1.125	0.132	0.730	0.086
1984	22	7	48	46	291,460,000	1,745,762	2,676,590	0.075	0.024	1.260	0.401	0.822	0.262
1985	21	7	37	36	300,817,000	1,737,106	2,561,463	0.070	0.023	1.209	0.403	0.820	0.273
1986	15	2	4	4	321,629,000	1,738,239	2,663,327	0.047	0.006	0.863	0.115	0.563	0.075
1987	34	12	61	58	350,649,000	1,953,746	2,719,476	0.097	0.034	1.740	0.614	1.250	0.441
1988P	20	2	21	21	363,335,000	2,018,000	2,800,000	0.055	0.006	0.991	0.099	0.714	0.071

P Preliminary data.

Source of estimate: FAA.

+ Rates are based on all accidents including some involving operators not reporting traffic data to RSPA.

* Includes accidents involving all-cargo air carriers when those accidents occurred during scheduled 14 CFR 135 operations. All-cargo air carriers no longer meet the RSPA definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a RSPA fitness determination.

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INTELLIGENCE

AFTER MONTHS of refusing to quote an updated price for its Starship composite-construction aircraft, Beech Aircraft said last week the price of the aircraft is $3,886,700 for orders placed after Nov. 30, 1988 and delivered by mid-1991. Price had been $3.67 million, plus an escalation clause, since the first quarter of 1987. Beech, which saw orders for the Starship drop to 40 units late last year (BA, Nov. 21/161), plans to begin deliveries this spring.

DEVELOPMENT of the Laser 300 aircraft and manufacture of a second prototype has been halted while the company attempts to secure additional financing. OMAC, Inc., which has been flight testing the Laser 300 prototype at its Albany, Ga. manufacturing facility, has laid off all but about 35 employes (BA, Dec. 19/196). A spokesman for the company said officials decided to freeze development activities temporarily while they turn their attention to raising additional capital. Paine Webber has been retained to assist in that effort.

SAMUEL SKINNER'S nomination as Transportation Secretary avoided a potential Senate filibuster by Sen. Max Baucus (D-Mont.) when DOT agreed last week to extend the comment period on its proposal to cut Essential Air Service subsidies, but Skinner is now drawing fire from Sen. Howard Metzenbaum (D-Ohio) for actions Skinner took while serving as the U.S. attorney in Illinois (see article on Page 26).

INDUSTRY LOBBYISTS continue to express concern about the decision of Sen. Nancy Kassebaum (R-Kan.) to give up her seat on the Commerce Committee, which means she will no longer be ranking minority member of the aviation subcommittee (BA, Dec. 19/193). In addition to her strong support for reform of product liability laws affecting aviation, they say her knowledge of the industry and the government agencies that regulate it, will be very difficult to replace. Either Sen. John McCain (R-Ariz.) or Sen. Bob Kasten (R-Wis.) are expected to become ranking Republican member on the aviation subcommittee.

GAMA BILLINGS TOP $1.9 BILLION; FIRST SHIPMENT INCREASE SINCE 1977

U.S. manufacturers of general aviation aircraft delivered 1,143 new aircraft valued at $1.918 billion in 1988, the best year in dollar volume for the industry since 1982 and the first time since 1977 that deliveries have increased over the previous year. The General Aviation Manufacturers Association said the 1988 results represent a 40.7 percent incease over 1987 billings of $1.364 billion and a 5.3 percent increase over 1987's 1,085 deliveries. GAMA President Ed Stimpson said unit deliveries this year will exceed those in 1988, but he said an increase in dollar volume in 1989 depends on the mix of aircraft delivered.

The sharp jump in billings last year is attributable to increased deliveries of business jets. U.S. manufacturers delivered 157 new business jets in 1988, compared to 122 in 1987 and jets accounted for $1.242 billion, or 64.7 percent of total industry billings for the year. Gulfstream Aerospace accounted for nearly a third of U.S.-built business jet deliveries with 49 new Gulfstream IVs and the value of those G-IVs represented well over 50 percent of all business jet billings. GAMA said sales of turbine-powered aircraft accounted for 96 percent of total billings.

(Continued on the following page)

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GAMA BILLINGS (Cont.)

GAMA President Ed Stimpson said "exports remain a very important part of the overall industry story," accounting for 32.6 percent of total billings, even though the number of aircraft exported to foreign countries actually declined slightly. Stimpson also said demand for used aircraft has driven up the price of used equipment to the point that new aircraft are becoming attractive to potential buyers based on the relative cost factor alone, "not to mention warranties, financing advantages and low cost of maintenance for new aircraft."

Stimpson said the sales resurgence that began late last fall "gives indications of continuing into this year. If the U.S. economy continues to be healthy, it is possible to project a slow but continuing recovery for the industry during 1989, especially in the number of aircraft delivered." (A series of charts detailing 1988 shipments and billings are reprinted on the back of Pages 26-28 and BA's compilation of deliveries by model and manufacturer--including aircraft produced by non-U.S. manufacturers--appears on Page 29).

METZENBAUM URGES INQUIRY INTO ACTION BY SKINNER AS U.S. ATTORNEY -- Sen. Howard Metzenbaum (D-Ohio) has urged that a vote on the nomination of Transporation Secretary-designate Samuel Skinner be postponed until after an inquiry into actions Skinner took as the U.S. Attorney in Illinois. According to Metzenbaum, Skinner failed to launch a grand jury investigation of G.D. Searle, the manufacturer of NutraSweet, which was requested by the Food and Drug Administration. A year after the FDA presented Skinner with allegations of fraudulent safety tests by Searle, Skinner joined a law firm which defended Searle in the case, Metzenbaum alleged. "There are serious questions about Mr. Skinner's conduct that must be answered," Metzenbaum said.

Skinner narrowly avoided opposition from another source last week when DOT delayed action on a proposal to reduce subsidies for Essential Air Service to give Congress "an opportunity to review the issue." Prior to DOT's announcement, Sen. Max Baucus (D-Mont.) had threatened to block Skinner's confirmation "and every nomination you make until I am satisfied no cuts will be made in the EAS program." In a letter to President-elect George Bush, Baucus said "I have nothing against your nominees personally, but I assure you that I can garner enough support for my position in the Senate..." Following DOT's decision, Baucus said "We've sent a clear message to the incoming administration that rural America will not be the scapegoat of spending cuts."

CHRYSLER TECHNOLOGIES ESTABLISHING MILITARY AIRCRAFT SUBSIDIARY -- Chrysler Technologies Corp. Wednesday said it is establishing "a new subsidiary dedicated to military aircraft products and systems." The unit will combine some military aviation-related functions from two of CTC's units, Gulfstream Aerospace Corp. and Electrospace Systems, Inc. Remaining Gulfstream and Electrospace functions will focus on commercial aircraft products and services.

Paul E. Wright, who joined CTC as chairman last September (BA, Sept. 5/77), called formation of the new military-oriented unit "a logical next step which responds to CTC's recent growth and solidifies our foundation for future growth. To maintain this momentum and be able to respond to new opportunities we simply needed to expand our organization," Wright said.

Milton W. Holcombe, currently group vice president of Electrospace, will become the first president of the new military aircraft company, which will be headquartered in Waco, Tex. where a 200,000-square-foot expansion program to the aircraft modification facility is scheduled to be completed in June. Dr. Robert L. Carrel will become president of Electrospace Systems, which is headquartered in Richardson, Tex. He will oversee ESI defense electronics operations there and in Ballinger, Tex. and also the Huntsville and Fort Worth subsidiaries. He will succeed James R. Lightner, who plans to retire as chairman and president of Electrospace Systems effective Feb. 1.

CTC said Allen E. Paulson, chairman and CEO of Gulfstream Aerospace, will continue to be responsible for Gulfstream operations in Savannah, Ga. and at Long Beach, Calif., commercial aircraft component operations in Oklahoma City and the SA-30 small business jet program.

HOWMET COMPLETES ACQUISITION OF CERCAST -- Howmet Corp. of Greenwich, Conn. has concluded the acquisition of the Cercast Group of companies, which are headquartered in Montreal. The two companies signed a letter of intent regarding the acquisition last spring (BA, May 23/165). Cercast's principal business is the engineering, production and marketing of high-quality aluminum components for aerospace and commercial applications, product lines that Howmet is not currently engaged in. Cercast has annual sales of over $80 million.

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1988 GAMA SHIPMENTS

	Units	1987 Units	% Change
Jet	157	122	+28.7%
Turboprop	291	263	+10.6%
Multi-Engine Piston	67	87	- 23.0%
Single-Engine Piston	628	613	+ 2.4%
Total	1,143	1,085	

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1988 GAMA SHIPMENTS

	Billings
Jet	$1,242 Million
Turboprop	$ 596 Million
Multi-Engine Piston	$ 12 Million
Single-Engine Piston	$ 66 Million

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FOURTH QUARTER UNIT SHIPMENTS

		4th Quarter 88	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	4	5
TB-10	Tobago	9	32
TB-20	Trinidad	24	51
TB-21	Trinidad TC	5	9
TOTAL		42	97
BEECH AIRCRAFT CORP.			
• Single Engine			
BE-F33A	Bonanza	25	101
BE-F33C	Bonanza	0	1
BE-A36	Bonanza	15	63
BE-36TC	Bonanza	5	16
• Multi-Engine			
BE-58	Baron	4	13
BE-58P	Baron	0	1
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	6	30
BE-F90-1	King Air	0	0
BE-200	Super King Air	9	24
BE-200C	Super King Air	1	3
BE-300	Super King Air	20	53
BE-200T	Super King Air		
BE-1900C	Commuter	13	41
Beechjet 400		12	21
BE-1300		4	5
TOTAL		114	372
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	14	49
BAe 146-100		2	2
BAe 146-200		7	19
BAe 146-300		2	2
HS-125 Model A		8	22
HS-125 Model B		2	8
TOTAL		35	102
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	7	15
BN-2T	Islander	0	0
Mark III Trislander		0	0
TOTAL		7	15
CANADAIR			
• Multi-Engine			
CL-6013A		9	22
TOTAL		9	22
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	25	90
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	8	28
CE-S550	Citation S/II	5	19
CE-650	Citation III	5	15
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
• Multi-Engine			
CE-406	Caravan II	2	9
TOTAL		45	161
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	1	6
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	2	9
AD-My.900	Falcon	7	27
TOTAL		10	43
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	6	9
DHC-7		1	5
DHC-8		12	32
TOTAL		19	46
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	4	6
EMB-711	Corisco	1	7
EMB-712	Tupi	0	1
EMB-720	Minuano	2	4
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	16	38
EMB-121	Xingu	0	0
EMB-810D	Seneca II	8	22
EMB-820		0	0
EMB-821	Carajah	1	6
TOTAL		32	84
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		17	29
Expediter		0	0
TOTAL		17	29
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	1	2
G-IV	Gulfstream IV	16	49
TOTAL		17	51
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	1	1
1124A	Westwind 2	0	0
1125	Astra	0	8
TOTAL		1	8
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	4	28
TOTAL		4	28
LEARJET CORP.			
• Multi-Engine			
LR-31		4	5
LR-35A		4	15
LR-36A		1	1
LR-55B		0	1
LR-55C		1	1
TOTAL		10	23
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	1	3
M-6-235		2	6
MX-7-180	Super Rocket	0	17
M-7-235	Super Rocket	3	15
MX-7-235		1	14
TOTAL		7	55

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		4th Quarter 88	Cal. Year
MOONEY AIRCRAFT CORP.			
● Single-Engine			
M-20J	201 Lean Machine	15	43
M-20J	205	4	21
M-20K	231	0	0
M-20K	252	9	39
M-20L	PFM	5	39
TOTAL		33	142
PIPER AIRCRAFT CORP.			
● Single-Engine			
PA-18-100	Super Cub	2	2
PA-28-161	Warrior	2	51
PA-28-161	Cadet	38	38
PA-28-181	Archer II	12	49
PA-28-236	Dakota	2	4
PA-28RT-201T	Turbo Arrow IV	0	7
PA-28R-201	Arrow IV	10	10
PA-32-301	Saratoga	1	10
PA-32R-301	Saratoga SP	2	10
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	10	41
● Multi-Engine			
PA-34-220T	Seneca III	12	53
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	0	2
PA-42-1000	Cheyenne 400LS	1	5
TOTAL		92	282
SHORT BROTHERS			
● Multi-Engine			
SBJ-CS-7	Skyvan	*	0
SD-3-30		*	0
SD-3-60		*	7
TOTAL		*	7
	SINGLE-ENGINE	242	833
	MULTI-ENGINE	252	735
	GRAND TOTAL	494	1,568

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	4th Quarter			Calendar Year to Date		
	1988	1987	1986	1988	1987	1986
Aerospatiale	42	23	38	97	81	105
Beech	114	99	118	372	314	304
British Aerospace	35	27	27	102	100	91
Britten-Norman	7	10	2	15	29	8
Canadair	9	*	8	22	13	17
Cessna	45	48	140	161	187	546
Dassault	10	18	9	43	49	25
DeHavilland	19	4	20	46	30	46
Embraer	32	37	39	84	146	110
Fairchild	17	15	13	29	39	37
Gulfstream	17	11	12	51	30	24
Israel	1	*	7	8	5	16
Lake	4	7	8	28	23	26
Learjet	10	6	8	23	16	20
Maule Air	7	11	21	55	54	65
Mooney	33	37	44	142	143	142
Piper	92	55	*	282	282	326
Shorts	*	*	12	7	15	26
TOTAL	494	408	526	1,567	1,556	1,934

* Figures not available

C5800-30
1/31/89

THE WEEKLY OF
BUSINESS AVIATION™
JAN 30 1989
Vol. 48 No. 5

INTELLIGENCE

SEN. NANCY KASSEBAUM (R-Kan.) expects to introduce legislation this week aimed at reducing the burden of product liability lawsuits on manufacturers of general aviation aircraft and components. Kassebaum has introduced similar legislation for several years, but the bills have never made it to the Senate floor. Last year's attempt was blocked by Sen. Howard Metzenbaum (D-Ohio) who acknowledged the bill would probably have passed the Senate if it had been permitted to go to a vote (BA, Oct. 10/113).

KINGSLEY MORSE, president of Command Airways of Wappingers Falls, N.Y., is being mentioned as a candidate for the post of FAA Administrator in the Bush Administration. Morse, who sold his airline to AMR Eagle last summer, was in Washington last week meeting with members of Congress and various industry groups.

SAMUEL SKINNER will bring a unique perspective to the Transportation Department if, as expected, he is confirmed as DOT Secretary. He told the Senate Commerce Committee last week he believes he is the first active pilot ever nominated for the post, adding that "my active involvement as a pilot will help me" in dealing with aviation issues.

FAA ADMINISTRATOR Allan McArtor believes that Samuel Skinner will improve the working relationship between DOT and FAA. McArtor shared his initial impressions of Skinner and discussed some of the problems he's had with DOT during his 18 months at FAA in an interview that appears on the back of Pages 34-37.

DOT SECRETARY DESIGNATE CALLS NATIONAL POLICY 'PRINCIPAL GOAL'

Transportation Department Secretary designate Samuel Skinner said last week that if confirmed, his principal goal will be "to assemble a management team to formulate marching orders to... develop a national transportation policy that enhances national security and strengthens our economy." Skinner's plan differs sharply with the views of former Secretary James Burnley who earlier this month said "disaster lurks in any attempt to construct a grandiose one-size-fits all policy" (BA, Jan. 16/19).

Testifying at his confirmation hearing before the Senate Commerce Committee Wednesday, Skinner said while he intends to take into account the views of Congress, the public, industry, and President Bush, "if I am confirmed, I want to put into place a strategic plan for dealing with this nation's transportation needs into the next century—across all modes." Skinner stressed the importance of the "synergy that exists between the various modes of transportation" and said he is well aware of the "competing interests that must be balanced."

Skinner advocated mandatory random drug testing for employes in safety related positions and said he also is "personally very concerned about the devastating effects of alcohol abuse on society" in particular by those same transportation employes. Removing the Aviation Trust Fund from the federal budget would not alone solve the problem of misuse of funds and would not reduce the surplus, Skinner said, but he pledged to "see that aviation user fees are spent for the purposes for which they were intended, consistent with addressing the deficit."

Concerning an independent Federal Aviation Administration, Skinner said a more important goal is

(Continued on the following page)

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The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kathryn Bledsoe**/Associate Editor, **Tom Woodall**/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISBN No. 0888-3467) • **Officers of McGraw-Hill Information Services Co.**: President: Walter D. Serwatka; Executive V.P.: Kenneth E. Gazzola, Aerospace and Defense. **Officers of McGraw-Hill, Inc.**: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: U.S. qualified rate. One year $345, 6 months $225. Quantity rates on request. Mailed first class. COPYRIGHT © 1989 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

BUSINESS JETS INVOLVED IN 16 MISHAPS IN LAST SIX MONTHS OF 1988 -- Operators of business jets were involved in 16 accidents or incidents that claimed a total of eight lives during the final six months of 1988, according to information compiled by Robert E. Breiling Associates, Inc. As previously reported by the National Transportation Safety Board, corporate/executive operators had a better safety record than the large scheduled airlines in 1988 (BA, Jan. 16/17). Most of the business jet accidents that did occur last year involved commercial (Part 135) operators. A brief description of accidents/incidents that occurred in the second half of 1988, along with similar information on turboprops and turbine-powered twin-engine helicopters, is shown in charts on the back of Pages 38-40.

Robert Breiling Associates, which specializes in compiling and analyzing business aircraft accident statistics, has just released a comprehensive summary of all 1988 Business Turbine Powered Aircraft Accidents-(Jets/Turboprops/Helicopters). Other studies available from the firm include: Business Jet Accident Analysis; Business Turboprop Accident Analysis; Twin Turbine Helicopter Accident Analysis; and, Annual Turbine Aircraft Accident Review. For information, contact Breiling Associates at 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone, (407) 338-6900.

CORROSION IN OLDER AIRCRAFT WILL BE THE SUBJECT OF MEETINGS -- The problem of finding and correcting corrosion and insuring the structural integrity of older Part 23 aircraft will be the subject of two meetings this spring being organized by the General Aviation Manufacturers Association and the Regional Airline Association. The issue of aircraft corrosion in older aircraft gained widespread attention last April when a major section of the upper fuselage of an Aloha Airlines 737 separated in flight, resulting in the death of a flight attendant. FAA held a conference last year to examine the problem in Part 25 airline-type equipment, and GAMA and RAA are now taking the lead in addressing similar concerns about Part 23 aircraft.

Max Bleck, president of Beech Aircraft and current GAMA chairman, said recently that "the Aloha accident served notice on something this industry has known for some time--airplanes, especially pressurized airplanes--won't last forever. Moreover, as airplanes age, they require much more frequent, extensive and careful maintenance." GAMA's Continuing Airworthiness Committee is developing a series of Supplemental Inspection Documents, aimed at older aircraft, that go far beyond the original maintenance manuals. Bleck noted that the average general aviation airplane is over 22 years old and the average turboprop or business jet is more than 12 years old. He said the supplemental inspection documents are intended to provide "specifications and procedures to ensure that these older airplanes can continue to fly with the necessary system and structural integrity."

In addition to developing those documents, GAMA is planning a meeting, tentatively set for March 21-22 in St. Louis, to discuss the problem of corrosion and maintenance in older aircraft. Officials said that meeting is designed as an "information exchange" between manufacturers, operators and maintenance personnel. About 90 percent of that meeting is expected to focus on older business jets. In addition to current GAMA members, attendees will include representatives of FAA, foreign aircraft manufacturers, companies that formerly built and still support business jets, along with operators.

Another session, planned for April 25-27 in Kansas City, is being organized by GAMA and RAA. That meeting will focus on aircraft used in the commuter and regional airline industry. In addition to U.S. operators and manufacturers, the Kansas City meeting will include representatives of foreign airworthiness agencies that certificate commuter aircraft used in the U.S.

Issues to be addressed at the meetings include the human factors considerations of aircraft inspections, specifically, how to keep inspection and maintenance personnel alert and attentive while conducting boring and repetitive inspection procedures, such as examinations of the hundreds of rivets used in a typical airplane. Another area the manufacturers plan to focus on is "telling people how to get in there" to inspect sections of the aircraft's basic structure that may not be visible or readily accessible.

BEECH NAMES TOM KEOUGH VICE PRESIDENT-AIRLINE MARKETING -- Beech Aircraft Corp. has named Tom Keough vice president of airline marketing. Keough had been director of marketing for the Canadair Regional Jet program for the past 10 months. Prior to that he held several senior marketing positions at de Havilland Aircraft and served as vice president of marketing at Saab Aircraft of America.

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1988 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM *
88-07-26	L-36A	Crash short of runway landing in VMC	N442NE	NJ	App	Comm	1	D
07-28	CE-550	Swerve off runway landing	N53M	NY	Ldg	Comm	-	M
07-30	L-23	Crash on approach in VMC, poss. fuel unbalance	N745F	CA	App	Comm	2	D
08-10	HS-125	Aircraft hit by air to air missile at FL 350	258112	Botswana	Cru	Govt	-	S
09-11	L-1329	Aircraft failed to rotate TO, abort, overshoot	N118B	LA	TO	Corp	-	M
09-18	CE-550	Took off and landed with tow bar attached	N527AG	CO	Ldg	Comm	-	M
09-22	CE-550	Overshot landing	N29TC	MI	Ldg	Corp	-	S
10-14	CE-500	Hit deer during landing roll	N10EH	CO	Ldg	Pvt	-	M
10-26	L-31	Hard landing following demo flight	-	Switz	Ldg	Mfg	-	M
10-26	HS-125	Fire onboard while awaiting takeoff clearance	N800BA	AR	Pkd	Mfg	-	M
10-29	CL-600	Veered of runway TO roll, hit two aircraft	N909MG	CO	TO	Comm	-	S
11-02	1121A	Crash following loss of power, both engines	N44	PA	App	Govt	3	D
11-17	L-25	Overshot landing on wet runway	N143CK	OR	Ldg	Comm	-	S
11-20	CE-500	Bird encounter during departure	N97SK	VA	Clb	Comm	-	M
12-10	CE-650	Ldg. gear retr/collapsed, touch and go landing	N61BF	KS	Ldg	Comm	-	S
12-16	L-24B	Uncontrolled descent, possible press.loss	N234CM	Mexico	Cru	Comm	2	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM *
88-07-08	MU-2K	Landed short, left gear failed/collapse	N50K	NH	Ldg	Bus	-	M
09-11	BE-200	Crash shortly after dark night TO in VMC	N1283	WY	Clb	Bus	1	D
09-23	PA-31T	Hit antenna during ILS approach in IMC	N234K	OR	App	Pers	-	S
09-28	BE-100	Landing gear collapsed on landing	N110EC	TN	Ldg	State	-	M
10-07	BE-200	Skidded off side of runway landing	N17KK	CO	Ldg	Bus	-	M
10-11	BE-200	Ldg. gear failed to extend, gear up ldg.	N577L	DE	Ldg	Bus	-	M
11-10	CE 425	Collided with PA-31 during taxi	N6844S	MS	Txi	Comm	-	S
11-16	MU-2B	Crash during takeoff/initial climb	N271MA	IL	TO	Comm	1	D
11-17	CE441	Crash during climb to cruise in IMC	-	France	Clb	Bus	11	D
11-19	BE-90	Crash during second approach	N308PS	AR	App	Pvt	6	D
12-06	MU-2B	Landed following reported rudder flutter	N171MA	TX	Cru	Comm	-	M

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

1988 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM *
88-07-12	BK-117	Rotor damaged from S-76 downwarsh, parked	N135CP	NY	Pkd	Corp	-	M
07-13	S-58BT	Double engine failure during ext. load op.	N94AH	CA	Hover	Comm	-	S
07-13	S-61	Ditched following in-flight fire	G-BEID	N.Sea	Cru	Comm	-	D
07-14	SA-330J	Crash during liftoff from oil rig platform	N4703	GM	TO	Comm	1	D
07-15	AS-332L	Ditched following vibration	LN-OMC	N.Sea	Cru	Comm	-	D
08-07	S-76	Wheel went off taxiway, acft. rolled over	N69WW	NJ	Taxi	Comm	-	S
08-07	B-222UT	Stabilizer separated during cruise	N3190K	LA	Cru	Comm	-	M
09-07	BO-105C	Landed hard during quick stop maneuver	N210BB	TX	Ldg	EMS	-	S
12-05	BO-105C	In flight tail rotor separation	N2785B	LA	Cru	Comm	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

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2-7-89

THE WEEKLY OF BUSINESS AVIATION

Vol. 48 No. 6

INTELLIGENCE

SEVERAL CITIES are courting Piaggio Aircraft, offering manufacturing sites if the company decides to move from its present facility in Wichita (BA, Jan. 30/34). Piaggio officials said they have been contacted by representatives of Tucson, Ariz., several Texas cities and Wichita about possible new factory sites. The present Piaggio facility in Wichita is not large enough to accommodate final assembly/completion operations and does not have airport access.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION feels so strongly about FAA's proposed "veil" rule around Terminal Control Areas it is spending nearly $90,000 for a special mailing to all 284,000 members asking them to write FAA and members of Congress in support of AOPA's "buffer" amendment that would limit the areas in which Mode C altitude-encoding transponders will be required.

FAA ADMINISTRATOR Allan McArtor, in the second portion of an exclusive interview with BUSINESS AVIATION, discusses DOT's interference in FAA rulemaking and the need for a national airport noise and capacity policy. The interview appears on the back of Pages 42-45.

PRIZES AT CONVENTIONS aren't unusual, but the National Air Transportation Association has come up with something special for those who play in its First Annual Post-Convention Golf Tournament. Persons attending this year's convention in Nashville who participate in the golf tournament will have a chance to win $100,000 for a hole-in-one on a designated hole.

USAF ISSUES DRAFT RFP FOR 211 BUSINESS JETS FOR TTTS REQUIREMENT

U.S. Air Force last week issued its long-awaited draft Request For Proposals (RFP) for aircraft to satisfy its Tanker Transport Training System (TTTS) requirement, a program that could result in the largest single fleet acquisition of business jets in the industry's history.

USAF said it wants to acquire approximately "211 commercial derivative, twin-engine turbofan business-type jet aircraft, up to 14 simulators, other training devices, support equipment, spare parts, courseware, engineering data, technical manuals and contractor logistics support necessary to perform Air Training Command's Specialized Undergraduate Pilot Training." Contract is valued at approximately $1.5 billion.

Last week's initial RFP said potential bidders must have the capability to supply an FAA Part 25 certified, or equivalent, aircraft and associated Phase II simulators. Candidate aircraft must be type certified when the company makes its proposal. Aircraft modifications necessary to meet mission requirements must be covered under a Supplemental Type Certificate (STC) upon delivery.

The Air Force said release of a formal RFP "is anticipated by June 1989," but noted that "funds necessary to award a contract have not been released." The final budget proposal submitted to Congress by the Reagan Administration requests $151 million for TTTS in fiscal 1990 and $180.7 million in fiscal 1991, but those figures are subject to change by the Bush Administration and Congress.

TTTS is one of three elements in the Air Force's Specialized Undergraduate Pilot Training (SUPT) program. SUPT is a dual track program which separates trainees into bomber-fighter and tanker-transport paths for advanced training before they undergo a common primary phase. Other elements are the Primary Aircraft Training System (PATS), designed as an off-the-shelf trainer to replace the T-

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

SAMUEL SKINNER was unanimously confirmed by the U.S. Senate last week as Secretary of Transportation. He is scheduled to be sworn in by President Bush this afternoon in a ceremony in the FAA Headquarters building in Washington.

* * *

MOONEY AIRCRAFT CORP. introduced a new model last week, the Mooney TLS, which is powered by a 270-horsepower Lycoming TIO-540-AF1A engine equipped with an AiResearch turbocharger. The new aircraft, equipped with a three-bladed propeller, will have a maximum speed of 223 knots true airspeed at its service ceiling of 25,000 feet. Airframe is a derivative of the Mooney M20-L.

* * *

U.S. COURT OF APPEALS has rejected an appeal by the National Air Transportation Association which sought to overturn FAA's controversial rule requiring installation of fire-blocking materials in aircraft operated under Part 135.

* * *

FORMATION of the Business Air Transportation Council by five organizations including the National Business Aircraft Association was announced last week. BATC is designed to "provide a unified business voice on aviation matters both on Capitol Hill and with the new Administration" and to "provide a tightly focused forum for policy discussion among the consumers of business aviation services." Other members include the: National Passenger Traffic Association; National Association of Manufacturers; U.S. Chamber of Commerce; and, National Industrial Transportation League.

* * *

PRESIDENTIAL AIRWAYS is trimming back scheduled BAe-146 operations and is expected to wet-lease two of eight of the aircraft to an undisclosed carrier for three months. At the same time, the Washington Dulles-based United Express carrier has added two Jetstream 31s, bringing total number of that model in its fleet to nine. Company also is considering several cost-cutting options including a temporary 10 percent pay cut for airline executives.

* * *

AIRPORT AND AIRWAY TRUST FUND had a balance of $11.2 billion at the end of November, the most recent period for which figures are available. A Treasury Department chart detailing the status of the Trust Fund is printed on the back of Page 46.

* * *

NATIONAL TRANSPORTATION SAFETY BOARD concluded last week that prior cocaine use by the captain of a Trans-Colorado Metro III that crashed Jan. 19, 1988, killing nine, was at least a contributing factor in the accident. An NTSB toxicologist, Merritt Birky, said levels of the drug found in the captain's system were consistent with cocaine use between 10 and 24 hours before the crash. An NTSB spokesman said it was the first time the agency found cocaine to be a contributing factor in a fatal crash involving a regularly scheduled commercial passenger flight.

* * *

AMERIFLIGHT, INC., Burbank, Calif., placed its 100th aircraft in service last week. The aircraft is also the company's 17th Beech 99 and Ameriflight officials said they plan to add seven Beech C99s to the fleet in the first quarter of this year. Ameriflight, founded in 1968 as California Air Charter, provides small package freight service for financial institutions and businesses and priority freight forwarding companies. The company's fleet ranges from Falcon 20s and Learjets through Twin Otters, Cessna Caravans and single-engine Piper models.

* * *

MILLION AIR said three executives of the Dallas-based FBO chain have been promoted to new positions. Barry W. Wilson, who had been executive vice president, was named president. Louis T. Pepper and Steve M. Wilson were named senior vice presidents. Pepper will continue as chief marketing officer, Barry Wilson will continue to serve as chief financial officer and Steve Wilson will remain in charge of the aircraft sales division.

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STATUS OF AIRPORT & AIRWAY TRUST FUND

NOVEMBER 30, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,310,536,391.00	$ 11,120,172,502.40
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,230,000.00	12,925,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	218,000.00	450,000.00
2. Non-commercial 9 cents tax	2,716,000.00	5,507,000.00
3. Non-commercial 3 cents tax	875,000.00	1,774,000.00
4. Transp by air, seats, berths, etc.	227,710,000.00	465,911,000.00
Use of international trav fac	8,506,000.00	18,136,000.00
Transp of property and cargo	13,808,000.00	28,550,000.00
Total Tax Receipts	260,063,000.00	533,253,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	0.00
2. Any liquid fuel except gas	80,019,470.00	80,019,470.00
3. Gasoline -Retailer's tax	2,540.00	2,540.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	80,022,010.00	80,022,010.00
Net Tax Receipts	180,040,990.00	453,230,990.00
C. Interest on Investments	14,806,783.13	14,806,783.13
Net Receipts	194,847,773.13	468,037,773.13
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	0.00	-25.00
2. Grants-in-aid for airports	98,616,544.87	151,101,429.80
3. Facilities & equipment	106,627,338.55	130,882,229.79
4. Research engineering & development	22,159,015.72	28,245,375.95
B. NOAA weather services	0.00	0.00
C. Interest on Refund of Taxes	0.00	0.00
Total Expenditures	227,402,899.14	310,229,010.54
IV. BALANCE - END OF PERIOD	11,277,981,264.99	11,277,981,264.99

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	556.92	
Operations	4,285,474.41	
Grants-in-aid for Airports	-3,161,200.48	
Facilities & Equipment	34,780,144.02	
Research Engineering & Development	-5,377,709.88	
NOAA weather services	0.00	
		$ 30,527,264.99
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing JUNE 30, 1989	$ 10,714,200,000.00	
8-3/4% maturing JUNE 30, 1989	533,254,000.00	
		11,247,454,000.00
Total Assets		11,277,981,264.99
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,277,981,264.99
Total Liabilities and Equity		11,277,981,264.99

CS800-30
2/28/89

THE WEEKLY OF
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Vol. 48 No. 9

INTELLIGENCE

BEECH AIRCRAFT officials were overwhelmed by job seekers a week ago when the company held a "Job Fair" to attract applicants for 200 production line positions. Estimates of the turnout ranged from 2,000-4,000 people, many of whom showed up hours before the event was due to begin. Most of the applicants were from the Wichita area, but some came from as far away as Tulsa and Oklahoma City. Beech had to turn away most of the crowd, but did manage to interview 418 applicants that day and is processing another 100 applications.

U.S. COURT OF APPEALS in Boston has been asked to reconsider its previous decision to consolidate two cases involving Massport's PACE Plan. The court previously agreed to hear consolidated oral arguments on appeals of a District Court decision that upheld the PACE Plan and a DOT Law Judge decision that the PACE Plan was illegal. General aviation interests want the Appeals Court to rule first on the DOT decision, which, if upheld, could make moot the lower court decision.

DOT SECRETARY Samuel Skinner said while he is not a proponent of mixing aircraft at large airports, Massport's PACE Plan is not a viable program because there is no suitable reliever to serve general aviation. Responding to Rep. Bob Carr (D-Mich.), who said he did not want to see general aviation characterized as the "stepchild of aviation," Skinner said the best solution would be to "avoid the mix, without discrimination."

DISCUSSIONS of an independent FAA have been fueled by poor past relationships between the agency and DOT, Skinner said. Testifying before the House appropriations subcommittee on transportation, Skinner said "you don't fix relationships with reorganization" and emphasized his intention to establish good working relationships with all of DOT's modal administrators.

VALUES OF USED JETS JUMPED 20 PERCENT DURING THE PAST YEAR

Values of used aircraft increased by wide margins during 1988, according to a study released by the Aircraft Bluebook, with the Learjet 35A topping a list of 30 aircraft models analyzed, increasing from $1.5 million in the spring of 1988 to $2.1 million this year, or an increase of 38.7 percent. Bluebook attributed the increases to the decline in new aircraft production and substantial increases in used aircraft exports. According to Commerce Department figures, there were 912 used aircraft exported during 1987. During the first 11 months of 1988 used aircraft exports totaled 1,486 units.

Using the average retail price of 1980 model aircraft, the Bluebook noted that in the jet market, prices rose from an average of $2.1 million in 1988 to $2.5 million in 1989, or an increase of 20.8 percent. The British Aerospace HS-700A registered the smallest gain, 13.4 percent. Beech King Air 200, increasing from $840,000 to $1.08 million, topped the list of turboprops, which increased from $589,000 to $680,000, or 15.4 percent. Multi-engine piston market increased only an average of 4.7 percent, from $141,900 to $148,600. Single engine pistons went from $53,500 to $58,000 or 8.3 percent.

The Bluebook also noted a "steady increase" in FAA registrations or changes of ownership. Jet registrations from 1987 to 1988 increased by 52.4 percent, from 866 to 1,320. Turboprop activity increased by 41.6 percent from 1,181 to 1,672; multi-engine piston went from 4,386 to 5,540 and single pistons increased 13.5 percent, from 27,555 to 31,268. Charts detailing average value and FAA registrations are reprinted on the back of Pages 66-67.

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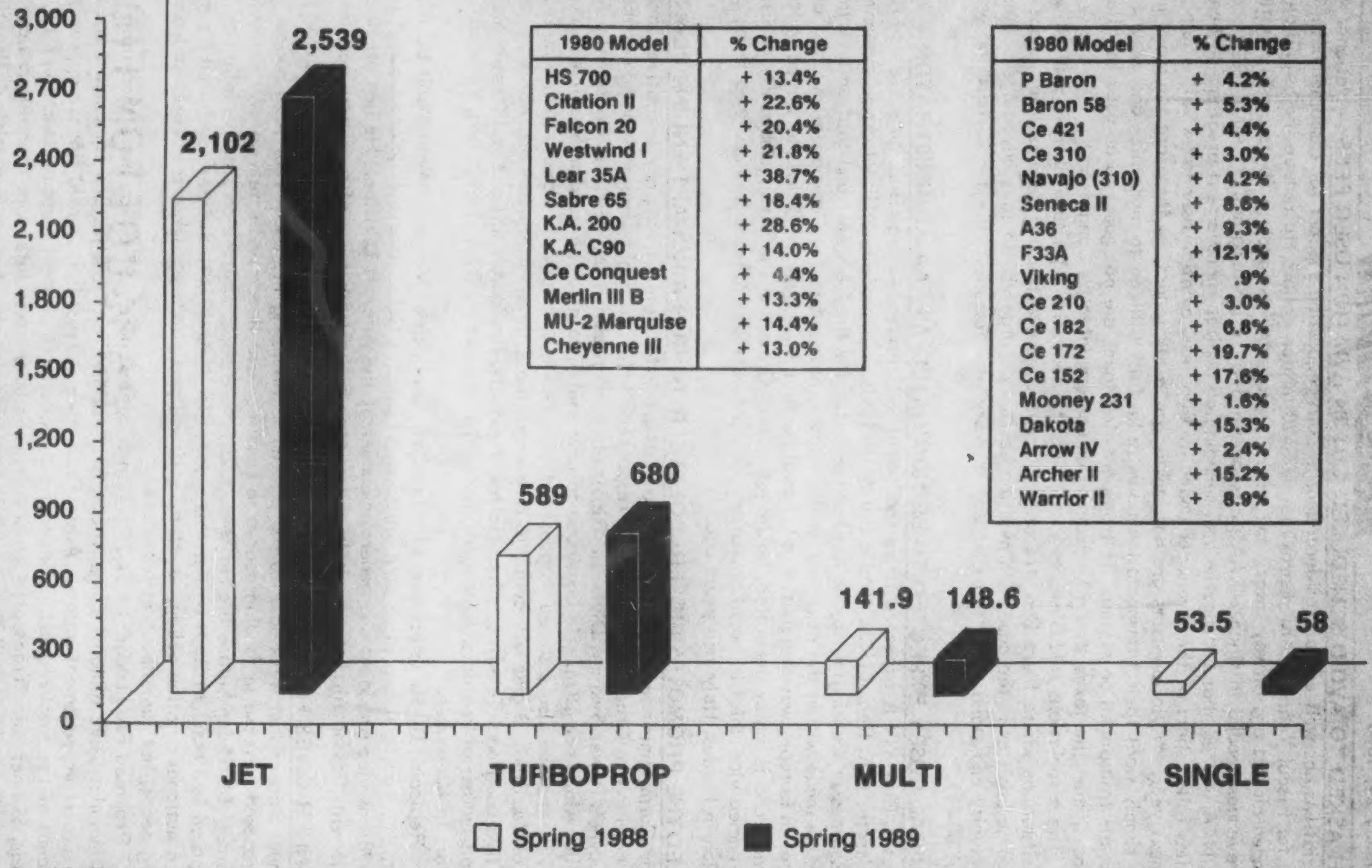
Average Value

(× $1,000)



1980 Model	% Change
HS 700	+ 13.4%
Citation II	+ 22.6%
Falcon 20	+ 20.4%
Westwind I	+ 21.8%
Lear 35A	+ 38.7%
Sabre 65	+ 18.4%
K.A. 200	+ 28.6%
K.A. C90	+ 14.0%
Ce Conquest	+ 4.4%
Merlin III B	+ 13.3%
MU-2 Marquise	+ 14.4%
Cheyenne III	+ 13.0%

1980 Model	% Change
P Baron	+ 4.2%
Baron 58	+ 5.3%
Ce 421	+ 4.4%
Ce 310	+ 3.0%
Navajo (310)	+ 4.2%
Seneca II	+ 8.6%
A36	+ 9.3%
F33A	+ 12.1%
Viking	+ .9%
Ce 210	+ 3.0%
Ce 182	+ 6.8%
Ce 172	+ 19.7%
Ce 152	+ 17.6%
Mooney 231	+ 1.6%
Dakota	+ 15.3%
Arrow IV	+ 2.4%
Archer II	+ 15.2%
Warrior II	+ 8.9%

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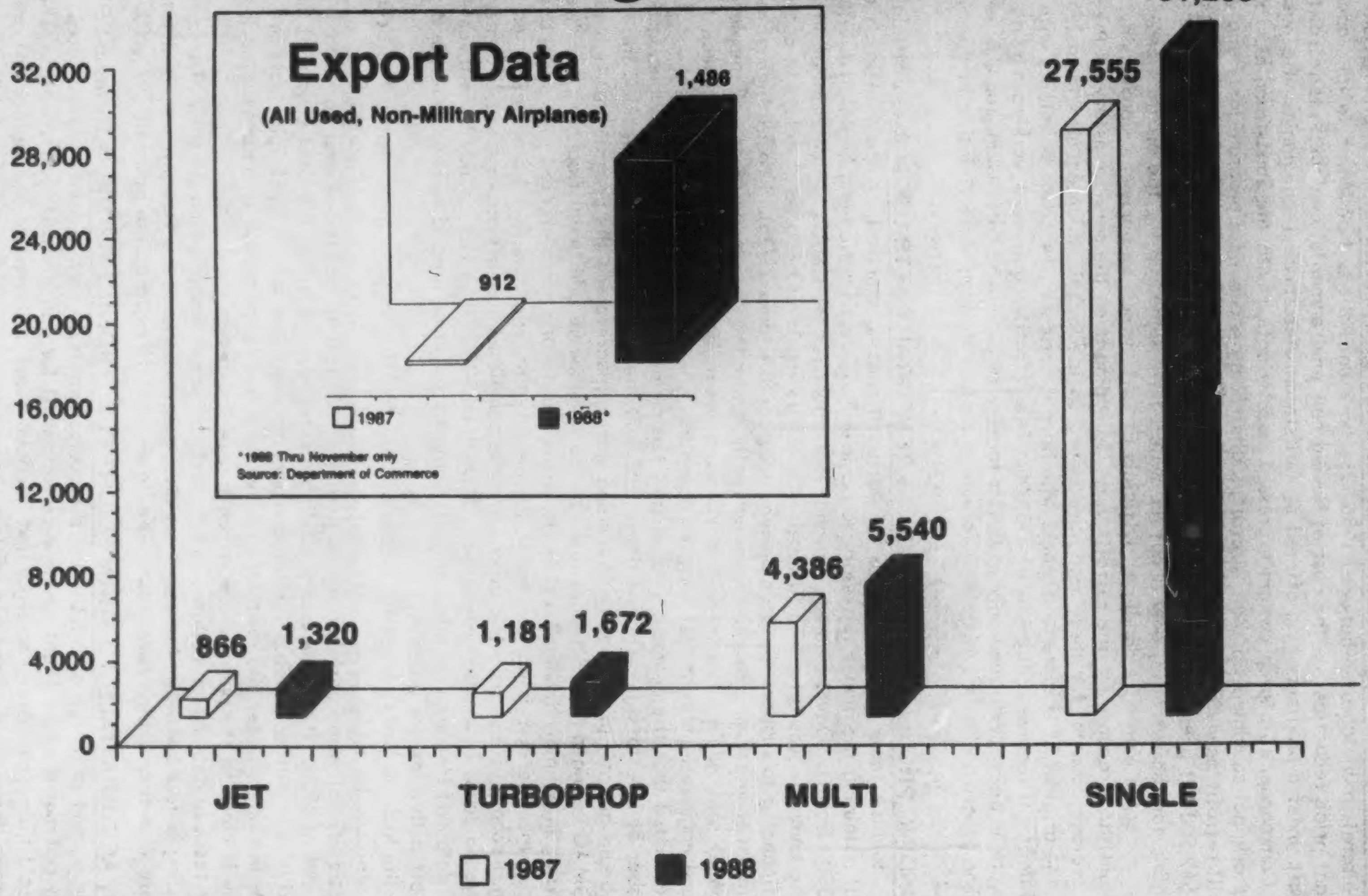
FAA Registrations



Data compiled by Insured Aircraft Title Service

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BUSINESS AVIATION BRIEFS

OFFICE OF TECHNOLOGY ASSESSMENT, in a report issued Friday, said Congress "should consider extending" the deadline for installation of Traffic Alert and Collision Avoidance Systems (TCAS). Legislation passed by the 100th Congress requires installation of TCAS units on most large commercial passenger aircraft by the end of 1991. OTA, which is an arm of Congress, said an extension of that deadline should be considered because of airline resource limitations, economic inequities, and international problems that complicate the current deadline.

* * *

SUNDSTRAND STALL WARNING COMPUTERS installed in Gulfstream IV aircraft must be replaced within 14 days according to a priority letter airworthiness directive issued by FAA. The agency said Gulfstream detected a manufacturing defect in the computers during testing that can cause an inadvertent pusher activation during takeoff and landing rotation when the pressure altitude is below sea level. Until the stall warning computers, P/N 965-0041-034, are replaced with -036 units, the aircraft are prohibited from operating at airfields with a pressure altitude below sea level.

* * *

BFM AEROSPACE CORP. and Grabil Aerospace Industries, Ltd. have signed a letter of intent under which BFM will acquire Grabil. Terms of the agreement between the two privately held companies were not disclosed. Both firms are engaged in design and manufacture of engineered components and subsystems for aerospace and defense markets. Combined sales of the companies are expected to exceed $230 million in 1989.

* * *

CESSNA AIRCRAFT COMPANY reported sales of $453.7 million in 1988, down less than one percent from 1987, but operating earnings soared, from $7.7 million in 1987 to $24.9 million last year.

* * *

UNITED PARCEL SERVICE plans to construct a West Coast air hub facility at the Ontario, Calif. Airport. The $68 million facility, expected to be a full capacity by 1995, will employ 1,450 people and permit the carrier to double the number of flights currently serving the region.

* * *

SWEDISH GOVERNMENT has ordered an executive version of the new Saab 340B for use by Sweden's royal family. Interior will be configured for up to 21 passengers.

* * *

ARTIST'S SKETCH of the Gulfjet, the new light business jet being developed by Gulfstream Aerospace, Williams International, Swearingen Engineering and Rolls-Royce, is shown on back of Page 70.

* * *

LITTON'S PRECISION GEAR DIVISION received an $84.2 million contract for production of gears and transmission housings for Army CH-47D Chinook helicopters by Boeing Helicopters. The three-year contract is for 144 shipsets plus spares.

* * *

FEDERAL PROSECUTORS intend to seek $5 million in fines against Rockwell International for overcharging the Air Force on a satellite contract, the government said in its sentencing report filed last week with the U.S. District court in Los Angeles. Rockwell pleaded guilty last month to conspiracy and contempt charges in a case involving contracts to build satellites for the Air Force's Navstar Global Positioning System (GPS).

* * *

AIRPORT AND AIRWAY TRUST FUND had a balance of $11.8 billion at the end of December, the latest period for which figures are available (see Treasury Department chart on back of Page 71).

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AIRPORT AND AIRWAY TRUST FUND

Status As Of Dec. 30, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 11,277,981,264.99	$ 11,120,172,502.40
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	147,783,000.00	160,708,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	138,000.00	588,000.00
2. Non-commercial 9 cents tax	-928,000.00	4,579,000.00
3. Non-commercial 3 cents tax	-295,000.00	1,479,000.00
4. Transp by air,seats,berths,etc.	304,324,000.00	770,235,000.00
Use of international trav fac	6,915,000.00	25,051,000.00
Transp of property and cargo	18,834,000.00	47,384,000.00
Total Tax Receipts	476,771,000.00	1,010,024,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	0.00
2. Any liquid fuel except gas	0.00	80,019,470.00
3. Gasoline -Retailer's tax	0.00	2,540.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	80,022,010.00
Net Tax Receipts	476,771,000.00	930,001,990.00
C. Interest on Investments	459,924,448.47	474,731,231.60
Net Receipts	936,695,448.47	1,404,733,221.60
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	117,829,975.00	117,829,950.00
2. Grants-in-aid for airports	134,504,582.29	285,606,012.09
3. Facilities & equipment	67,535,719.93	198,417,949.72
4. Research engineering & development	12,661,096.36	40,906,472.31
B. NOAA weather services	7,179,250.00	7,179,250.00
C. Interest on Refund of Taxes	0.00	0.00
Total Expenditures	339,710,623.58	649,939,634.12
IV. BALANCE - END OF PERIOD	11,874,966,089.88	11,874,966,089.88

STATEMENT OF FINANCIAL CONDITION

ASSETS :		
Undisbursed Balances:		$
Airport & Airway Trust Fund	1,755.39	
Operations	4,285,499.41	
Grants-in-aid for Airports	-65,782.77	
Facilities & Equipment	1,184,424.09	
Research Engineering & Development	6,561,193.76	
NOAA weather services	0.00	
		$ 11,967,089.88
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1989	$ 10,405,291,000.00	
8-3/4% maturing June 30, 1989	1,457,708,000.00	
		11,862,999,000.00
Total Assets		11,874,966,089.88
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 11,874,966,089.88
Total Liabilities and Equity		11,874,966,089.88

Treasury Department Chart

C5800-30
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THE WEEKLY OF
BUSINESS AVIATION™

Vol. 48 No. 10

INTELLIGENCE

GA PRODUCT LIABILITY LEGISLATION is expected to be introduced jointly in the Senate this week by Sens. Wendell Ford (D-Ky.) and Nancy Kassebaum (R-Kan.) and in the House by Rep. Dan Glickman (D-Kan.)

SEN. FORD, chairman of the Senate aviation subcommittee, expressed concern last week about the Bush Administration's delay in naming a new FAA Administrator. Referring to widespread reports the nominee will be Navy Admiral James B. Busey (BA, Feb. 27/66), Ford said "everyone knows the name, but for some reason it has not been submitted to the Senate. I'm concerned that it might be May before the FAA has an Administrator."

ONLY DIRECT COMPETITOR for Canadair's 48-seat Regional Jet would probably be eliminated from the market if Bombardier, Canadair's parent company, is successful in acquiring Short Brothers of Belfast (see related article on Page 76). Shorts is developing the 48-seat FJX aircraft for the regional market, but that program, requiring development of a totally new airframe, is more expensive and involves more technical risks than Canadair's stretch of the existing Challenger business jet.

INDUSTRY PARTICIPATION in the General Aviation Market Expansion (GAME) Plan is continuing to grow. Organizers said that during the first two months of this year 90 new companies signed up to help finance the promotional and advertising effort. There are now a total of 550 aviation companies involved in the program.

FAA FORECASTS VERY LITTLE GROWTH IN GA FLEET DURING NEXT DECADE

General aviation fleet will register a less than one percent increase over the next 12 years, growing from 217,200 aircraft in fiscal 1988 to only 222,100 in fiscal year 2000, according to the annual FAA Aviation Forecast released Friday, a prediction that drew a sharply negative reaction from the General Aviation Manufacturers Association. Although manufacturers reported increased deliveries and billings last year for the first time since 1977 (BA, Jan. 23/25) and most analysts predict substantial increases in unit production this year, FAA's figures project no increase or declines in most segments during the next decade, with only turbine-powered aircraft forecast to increase significantly.

In detailing FAA's general aviation numbers, John Rodgers, director of aviation, policy and plans at FAA, said "we cannot overlook the fact that we may also be experiencing a fundamental change in the tastes and preferences of the population. If this is occurring, then falling prices, operating costs, and real interest rates, accompanied by economic growth, may not be sufficient to revive the market."

FAA said the active piston aircraft fleet is projected to decline at an annual rate of .4 percent, falling from 171,000 in 1988 to 162,000 in the year 2000. Number of multi-engine piston aircraft is expected to decline through 1993 and then increase at a rate of about 100 aircraft per year until reaching the present level of 23,400. Turbine powered aircraft will increase from 9,700 in 1988 to 15,600 in the year 2000, growing at approximately four percent a year. Hours flown are expected to grow at a rate of only 1.2 percent a year, resulting in an estimated 38.6 million hours flown in the year 2000.

Ed Stimpson, president of the General Aviation Manufacturers Association, said "this is just another unrealistic, off-the-wall forecast that proves FAA doesn't understand the makeup of the GA user. The fundamental factor in this whole issue remains the resolution of product liability."

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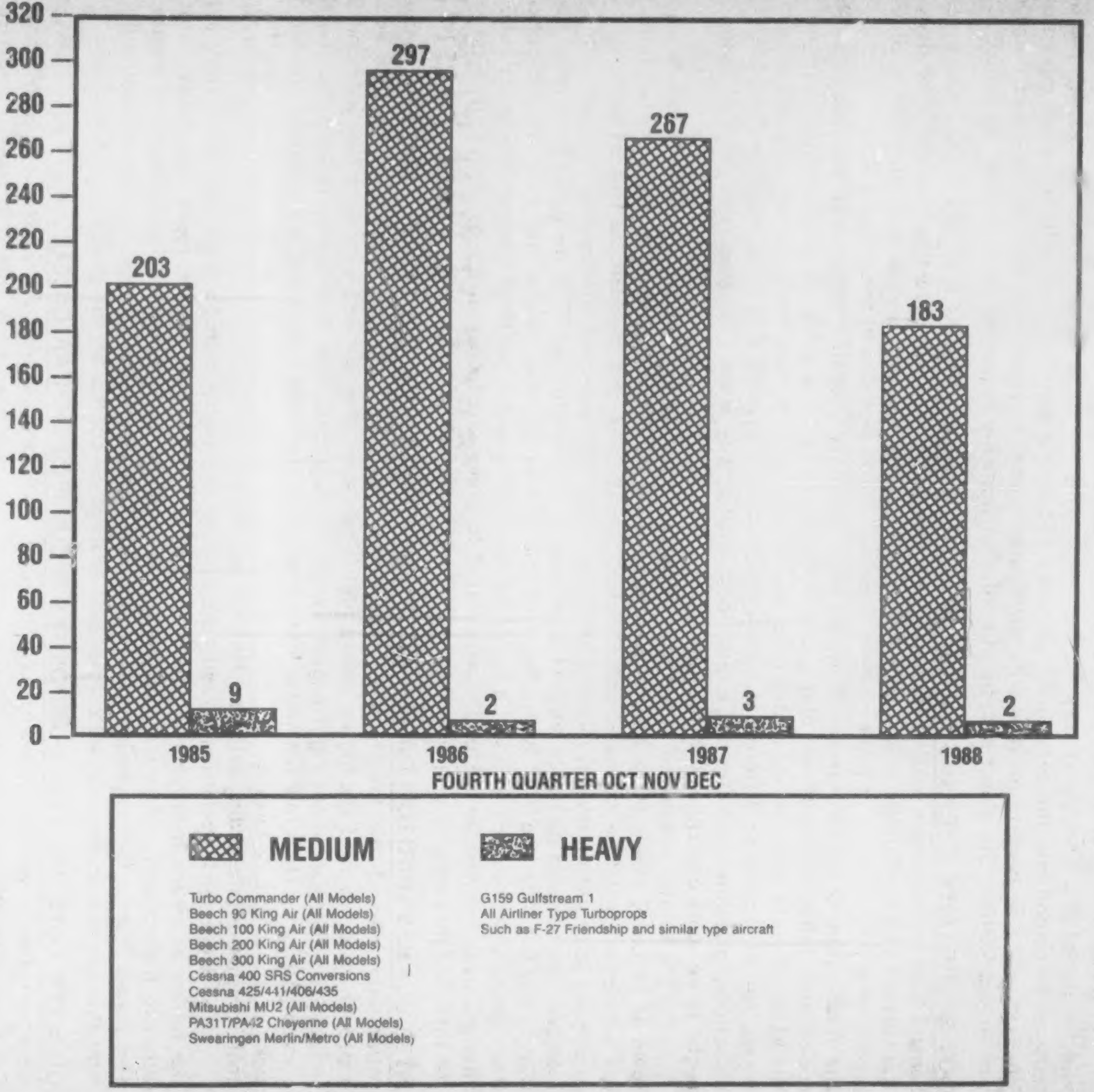
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS.

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USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA

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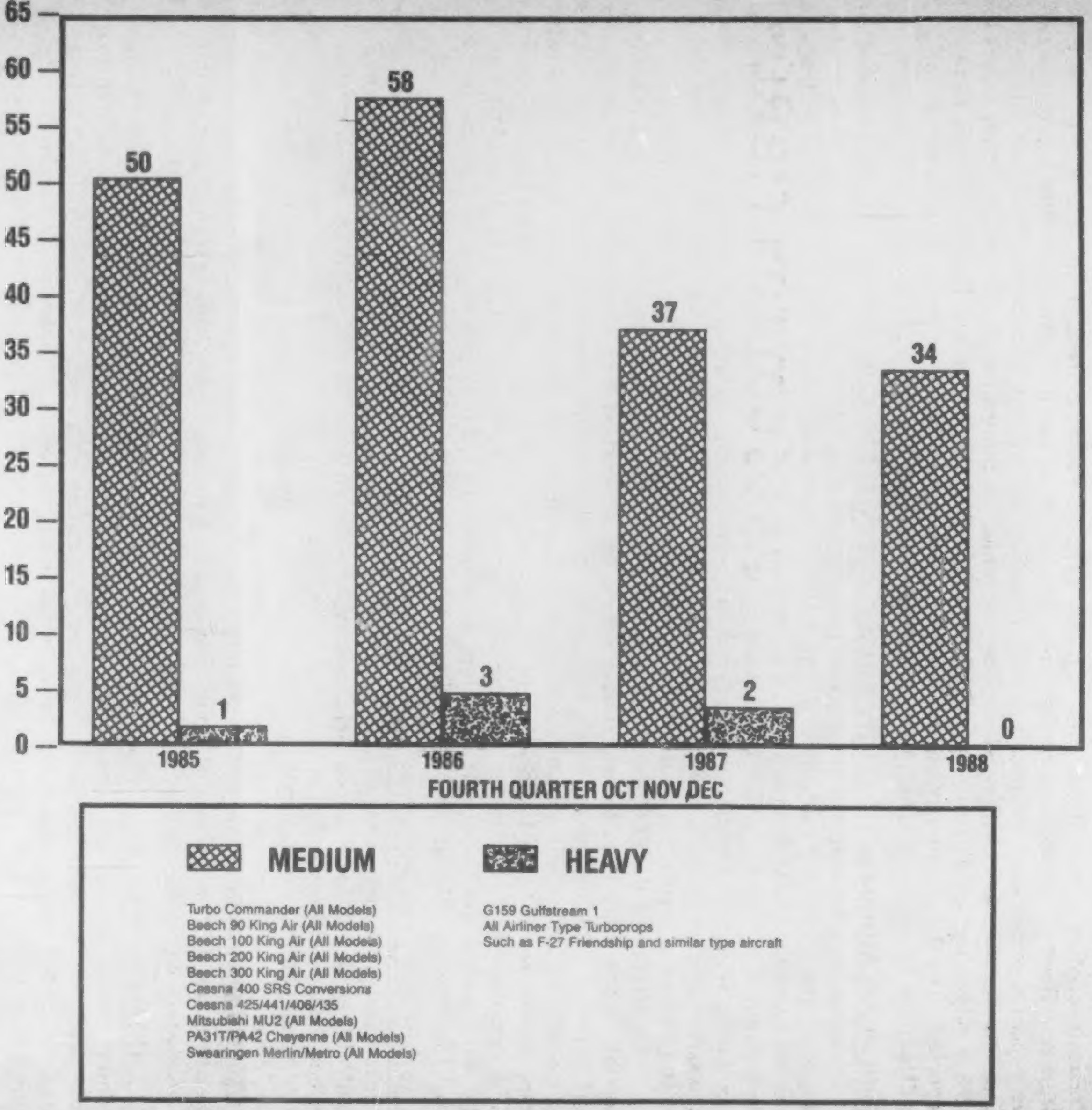

SOURCE: AVDATA, INC., WICHITA, KS.

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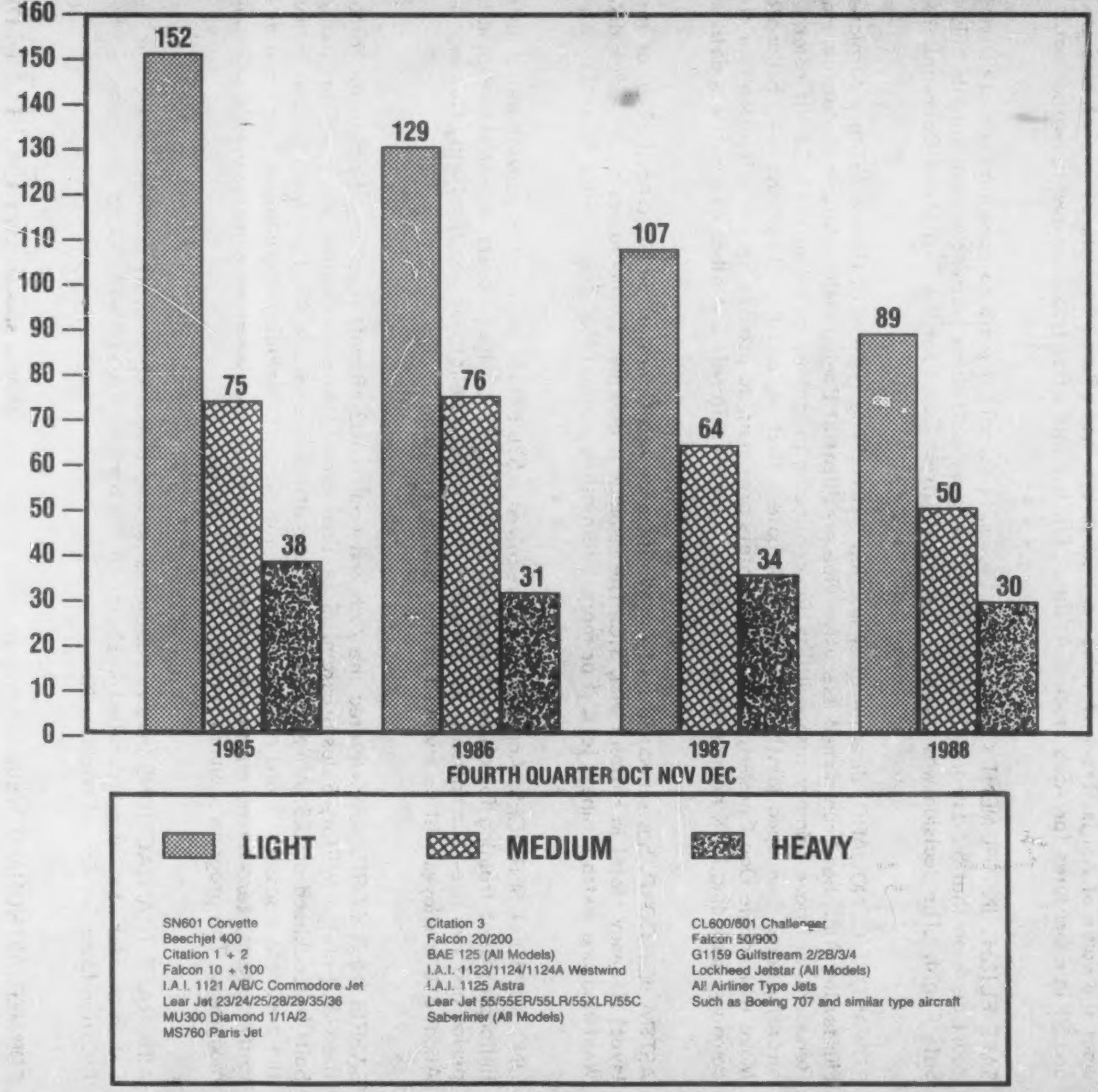
USED RETAIL JET DELIVERIES - NORTH AMERICA

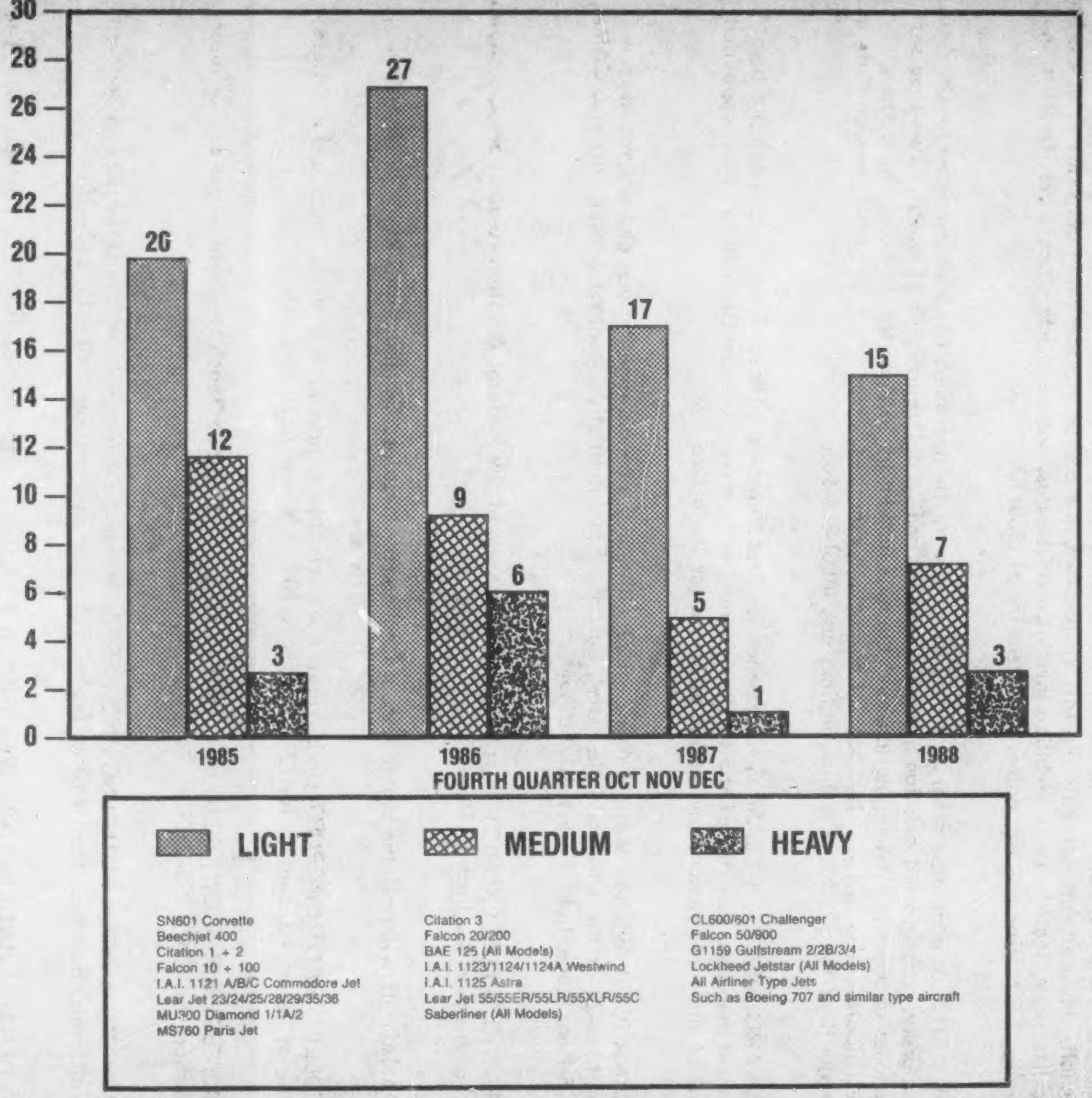


▨ LIGHT	▩ MEDIUM	▦ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

FEBRUARY 89

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▨ LIGHT	▩ MEDIUM	▦ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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THE WEEKLY OF
BUSINESS AVIATION™

APR 17, 1989

Vol. 48 No. 16 INTELLIGENCE Page 121

ORAL ARGUMENTS in the Massport case are scheduled for May 4 before a three-judge panel of the U.S. Circuit Court of Appeals for the First Circuit in Boston, Mass. A coalition of aviation groups is appealing a ruling by a U.S. District Court in Boston that upheld landing fee increases on small aircraft at Boston's Logan Airport and Massport is appealing a decision by the U.S. Department of Transportation that found Massport's PACE Plan illegal (BA, Dec. 26/201).

LEARJET President Bev Lancaster takes strong exception to questions about the future of the company if it does not land the Air Force's 211-aircraft order for the Tanker Transport Training System program. Noting that Learjet was profitable in 1988 and is forecasting a profit this year on delivery of 24 Learjets, Lancaster told BA "TTTS is not an absolute for us to stay in business. We're not going to fold up shop and go away" if another manufacturer is selected for TTTS.

AMERICAN EXPRESS corporate card holders will be directly exposed to the General Aviation Market Expansion (GAME) Plan message next month. Users of American Express corporate credit cards will receive an insert with their May statements that provides an overview of general aviation and features the 1-800-I-CAN FLY number they can call for more information.

AIRWORTHINESS of older general aviation aircraft will be significantly improved if FAA adopts a proposal to require compliance with inspection procedures now being prepared by GA manufacturers, Cessna Chairman Russ Meyer said last week (see article on Page 124). Yet to be determined is the cost those inspections would impose on aircraft owners.

GULFSTREAM AEROSPACE expects to deliver its 100th G-IV soon and expects to deliver a total of 40 of the business jets this year.

FAA REVISES COMPLIANCE SCHEDULE FOR INDUSTRY DRUG-TESTING RULES

Agreeing with industry complaints that "the administrative and logistical problems related to development and submission of an anti-drug plan are much greater than anticipated," FAA last week revised the compliance deadlines for the rule. The drug-testing rule, which was adopted late last year (BA, Nov. 21/161), will require drug testing of some 500,000 aviation industry employes.

Original compliance schedule called for affected operators to submit their individual drug-testing plans to FAA by April 20. FAA has now extended the deadline for submitting plans, but has retained the original dates for implementation of those plans. For companies with 51 or more covered employes operating under either FAR Part 121 or 135, deadline for submission of drug-testing plans is now Aug. 18, 1989. Those plans are scheduled for FAA review by Oct. 18 and must be implemented by Dec. 18.

FAR Part 135 operators with 11-50 covered employes must submit their drug-testing program by Oct. 17, with the exception of that portion dealing with random testing. FAA will complete its review by Dec. 18, 1989 and programs must be implemented by Feb. 14, 1990. The plan for random drug testing in this category must be submitted by April 15, 1990 and implemented by Aug. 13, 1990.

For firms operating under FAR Part 135 with 10 or fewer covered employes, plans must be submitted by April 15, 1990. FAA is scheduled to complete its review by June 14, 1990 and implementation must be accomplished by Aug. 13, 1990.

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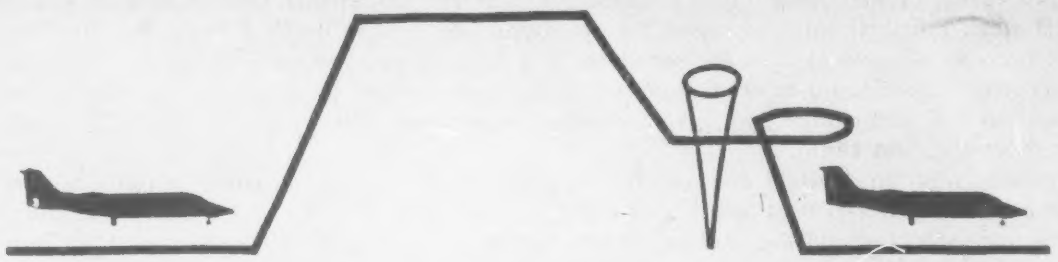
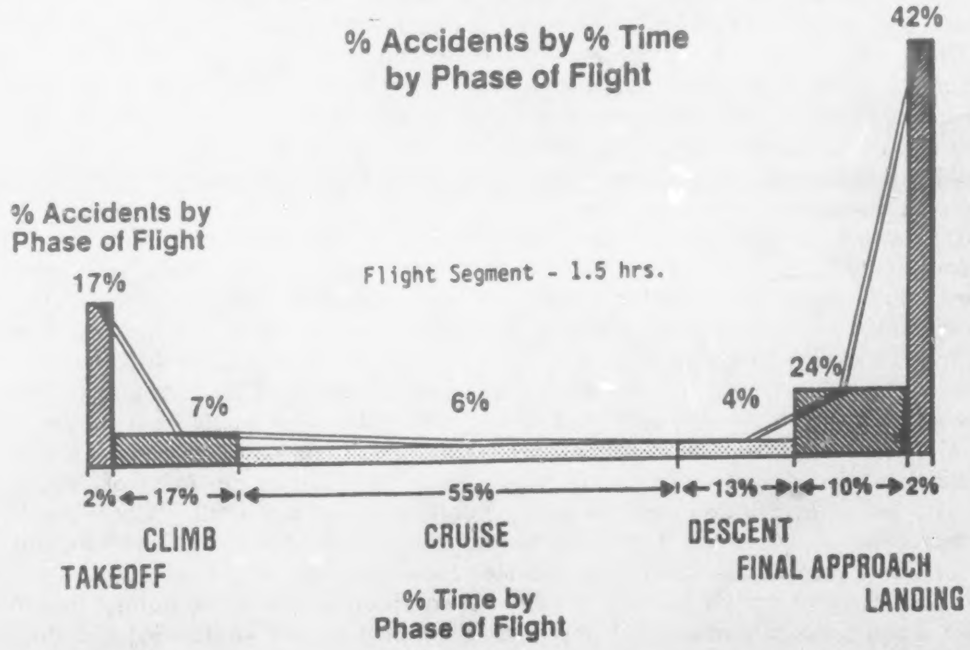
BUSINESS AIRCRAFT ACCIDENTS BY FLIGHT PHASE



	Takeoff	Climb	Cruise	Descent	Approach	Landing
1970-1980	13%	9%	6%	6%	33%	30%
1981	17%	8%	5%	4%	25%	40%
1982	15%	7%	7%	5%	22%	44%
1983	22%	2%	5%	2%	14%	53%
1984	13%	4%	8%	1%	12%	62%
1985	18%	0	0	3%	32%	47%
1986	15%	6%	9%	0	20%	50%
1987	10%	11%	11%	3%	19%	37%
1988	11%	11%	11%	4%	22%	35%

Basis: Jet and Turboprop accidents/incidents worldwide.

Corporate Accident Exposure



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BUSINESS AVIATION BRIEFS

INTERNATIONAL CONFERENCE ON AGING COMMUTER AIRCRAFT will be held April 25-27 in Kansas City. The meeting, which is expected to draw some 200-250 representatives of manufacturers, operators, foreign airworthiness agencies and FAA, is being organized by the General Aviation Manufacturers Association and the Regional Airline Association. Much of the agenda at the three-day meeting is devoted to working sessions on individual aircraft, including: de Havilland DHC-6 and DHC-7; Beech 99; Piper PA-31 series; Fairchild SA-226/227; Shorts SD3-30; Fokker F-27 and FH-227; and, the Embraer EMB-110.

* * *

WAYNE WALLACE, who has been a partner in the Wichita law firm of Martin, Pringle, Oliver, Wallace and Swartz, was recently named vice president and general counsel of Beech Aircraft Corp. Wallace, who also will serve as corporate secretary, is a nephew of former Cessna chief executive Dwane Wallace. The law firm will continue to serve as outside counsel to Beech, including representing Beech in product liability suits.

* * *

UNITED AIR FLEET has formed a new division, United Air Fleet Charter Sales, aimed at increasing the company's share of the business aircraft charter market. The new division, located at First Aviation Services' newly-remodeled hangar at Teterboro Airport, is headed by Scott Galdi, who was formerly with Executive Air Fleet.

* * *

NATIONAL AIR TRANSPORTATION ASSOCIATION'S unaudited figures show that 2,011 persons registered for its convention this month in Nashville, Tenn., a record high and the first time the number of registrants has exceeded 2,000. Total includes approximately 300 persons who were attending their first NATA convention.

* * *

FIRST PRODUCTION STARSHIP, NC-4, was rolled out of the completion center at Beech Aircraft last week and turned over to the production flight test department. The aircraft, which currently features a powder blue filler/primer coat, will receive its final paint job just prior to customer delivery, which is scheduled at the end of June.

* * *

THE PW-ALLISON 578-DX PROPFAN, a new type of ultra high bypass engine, made its first flight Thursday on a modified McDonnell Douglas MD-80 aircraft. The engine has two sets of six-bladed, counter-rotating propfans, 11.6 feet in diameter. Officials said the engine, rated at 20,000 pounds of thrust, combines the speed and thrust of a turbofan engine with the low fuel consumption and low sound levels of an advanced turboprop.

* * *

JOHN PAUL RIDDLE, 87, one of the founders of Embry-Riddle Aeronautical University, died April 6 in Coral Gables, Fla. Riddle, along with T. Higbee Embry, originally founded the Embry-Riddle Flying School in Cincinnati, Ohio in 1926. The school was relocated to Miami in the 1930s and moved to Daytona Beach, Fla. in 1965.

* * *

CHARTS comparing the accident rates of scheduled air carriers, corporate aviation and business aviation for the past 10 years, along with a depiction of business aircraft accidents by flight phase, are printed on the back of Pages 122-123. The charts were developed by Robert E. Breiling Associates, an aviation consulting firm that specializes in statistical analysis of corporate and business aviation safety records, for inclusion in the company's 1988 edition of the Annual Turbine Aircraft Accident Review. The 250-page book provides details on more than 190 accidents and incidents involving turbine-powered corporate, business, and regional airline aircraft that occurred last year.

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Vol. 48 No. 17

INTELLIGENCE

HOUSE aviation subcommittee will hold an oversight hearing the second week of May on the current FAA structure and an FAA reform hearing in June. Key Republican members of the subcommittee have been attempting to delay the hearings on FAA independence to allow DOT to develop its own plan.

AEROSPATIALE and Mooney Aircraft Corp., which are developing the TBM700 single-engine turboprop, have received orders for the first 30 aircraft. The No. 2 prototype is expected to begin flying about June 1 and No. 3 is expected to start flying in July. Certification is still planned in the first quarter of 1990. Plans call for production of about 25 TBM700s in the 12 months ended in June of 1991, but officials hope to achieve a production rate of 60-72 per year within three years after deliveries commence.

MANUFACTURERS of business and personal aircraft delivered 385 new aircraft in the first three months of 1989, the best first quarter for the industry since 1985. BA's compilation of first quarter deliveries, by manufacturer and model, appears on Page 133.

ENPLANEMENT FORMULA for distribution of AIP funding should be "given far less weight in favor of an overall approach to ensure AIP dollars are distributed according to priority of national need," the Aircraft Owners and Pilots Association said last week. AOPA said of 2,207 pending project applications, 750, seeking $2.4 billion, "can be legitimately classified as among the nation's most critical airport capacity requirements...this large amount in backlogged priority needs illustrates our point that allocating half of the available AIP dollars on the basis of enplanements is not the best way to ensure that our most critical airport needs are met," the group told the House appropriations transportation subcommittee.

PORSCHE ABANDONING AVIATION RETROFIT MARKET, SELLING FBO

Porsche Aviation Products, Inc. (PAPI) has abandoned efforts to retrofit existing aircraft with its PFM 3200 engine although the company will continue to supply original equipment manufacturers with the powerplant, according to Frederick J. Schwab, PAPI president. The company, which has been headquartered in Galesburg, Ill., announced that its "operations would be reduced and moved to Reno, Nev. where PAPI's parent company, Porsche Cars North America is located."

PAPI has spent "close to seven figures," Schwab said, on programs aimed at certificating installation of the PFM 3200 in Cessna 172 and 182 aircraft. Certification program for retrofitting the 182 has been halted, Schwab said. Retrofit of the engine in the 172 was previously certificated by both West German and FAA officials. That program has produced one prototype aircraft and one production unit. Schwab said there has been no decision on whether to sell the certificate but he said Porsche had no interest in pursuing the retrofit market. "We're a car company," Schwab said.

Schwab said Porsche will continue to provide engines for OEMs "to the extent that makes sense." The most widely recognized aviation user of the engine is Mooney Aircraft Corp., which has delivered a total of 40 PFM-powered Mooneys. Schwab expressed some misgivings about that program, however, noting that "we've delivered 40 engines (to Mooney) and we've been paid for 20."

Bob Kromer, general manager of Mooney, told BA that Porsche has actually delivered 60 PFM

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kathryn Bledsoe**/Associate Editor, **Tom Woodall**/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISBN No. 0888-3467) • **Officers of McGraw-Hill Information Services Co.:** President: Walter D. Serwatka; Executive V.P.: Kenneth E. Gazzola, Aerospace and Defense. **Officers of McGraw-Hill, Inc.:** Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: U.S. qualified rate. One year $345, 6 months $225. Quantity rates on request. Mailed first class. COPYRIGHT © 1989 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 89	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	4	4
TB-10	Tobago	2	2
TB-20	Trinidad	13	13
TB-21	Trinidad TC	1	1
TOTAL		20	20
BEECH AIRCRAFT CORP.			
• Single-Engine			
BF-F33A	Bonanza	28	28
BF-A36	Bonanza	16	16
BF-36TC	Bonanza	2	2
• Multi-Engine			
BF-58	Baron	6	6
BF-58P	Baron	0	0
BF-76	Duchess	0	0
BF-C99	Airliner	0	0
BF-C90-1	King Air	5	5
BF-F90-1	King Air	0	0
BF-200	Super King Air	6	6
BF-200C	Super King Air	0	0
BF-200T	Super King Air	0	0
BF-300	Super King Air	5	5
BF-1900C	Commuter	8	8
Beechjet 400		2	2
BF-1300		0	0
TOTAL		78	78
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	5	5
BAe 146-100		0	0
BAe 146-200		5	5
BAe 146-300		2	2
HS-125 Model A		4	4
HS-125 Model B		4	4
TOTAL		20	20
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	1
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		1	1
CANADAIR			
• Multi-Engine			
CL-6013A		3	3
TOTAL		3	3
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	4	4
CE-208B	Caravan IB	13	13
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-406	Caravan II	3	3
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	6	6
CE-S550	Citation S/II	1	1
CE-650	Citation III	5	5
TOTAL		32	32
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	3	3
AD-My.20	Falcon	1	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	3	3
AD-My.900	Falcon	3	3
TOTAL		10	10
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8	Dash 8	14	14
TOTAL		14	14
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	4	4
EMB-711ST	Corison II	6	6
EMB-712	Tupi	1	1
EMB-720	Minuano	4	4
• Multi-Engine			
EMB-110	Bandierante	0	0
EMB-120	Brasilia	11	11
EMB-121	Xingu	0	0
EMB-810D	Seneca II	7	7
EMB-820		0	0
EMB-821	Carajah	2	2
TOTAL		35	35
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		4	4
Expediter		0	0
TOTAL		4	4
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-115A	Gulfstream III	0	0
G-IV	Gulfstream IV	7	7
TOTAL		7	7
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	0
1125	Astra	1	1
TOTAL		1	1
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	6	6
TOTAL		6	6
LEARJET CORP.			
• Multi-Engine			
LR-31		1	1
LR-35A		0	0
LR-36A		0	0
LR-55B		0	0
LR-55C		1	1
TOTAL		2	2
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	1	1
M-6-235		1	1
MX-7-180	Lunar Rocket	3	3
M7-235	Super Rocket	2	2
MX-7-235		2	2
TOTAL		9	9
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	9	9
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	4	4
M-20L	PFM	1	1
TOTAL		14	14

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		1st Quarter 89	Cal. Year
PIPER AIRCRAFT CORP.			
● Single-Engine			
PA-18-150	Super Cub	13	13
PA-28-161	Warrior	4	4
PA-28-161	Cadet	65	65
PA-28-181	Archer II	8	8
PA-28-236	Dakota	2	2
PA-28R-201	Arrow IV	3	3
PA-28RT-201T	Turbo Arrow IV	1	1
PA-32-301	Saratoga	4	4
PA-32R-301	Saratoga SP	2	2
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	1	1
PA-46-350P	Mirage	11	11
● Multi-Engine			
PA-34-220T	Seneca III	12	12
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	
PA-42-720	Cheyenne III	0	
PA-42-720	Cheyenne IIIA	1	
PA-42-1000	Cheyenne 400LS	2	
TOTAL		129	129
SHORT BROTHERS			
● Multi-Engine			
SD-3-30		*	*
SD-3-60		*	*
TOTAL		*	*
	SINGLE-ENGINE	241	241
	MULTI-ENGINE	144	144
	GRAND TOTAL	385	385

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1989	1988	1987	1989	1988	1987
Aerospatiale	20	7	31	20	7	31
Beech	78	82	52	78	82	52
British Aerospace	20	19	15	20	19	15
Britten-Norman	1	2	10	1	2	10
Canadair	3	5	2	3	5	2
Cessna	32	33	50	32	33	50
Dassault	10	11	7	10	11	7
DeHavilland	14	6	5	14	6	5
Embraer	35	10	20	35	10	20
Fairchild	4	3	5	4	3	[illegible]
Gulfstream	7	12	6	7	12	6
Israel	1	*	0	1	*	0
Lake	6	9	2	6	9	2
Learjet	2	6	1	2	6	1
Maule Air	9	15	21	9	15	21
Mooney	14	35	33	14	35	33
Piper	129	65	49	129	65	49
Shorts	*	5	1	*	5	1
TOTAL	385	325	310	385	325	310

* Figures not available

CS800-30
5/24/89

THE WEEKLY OF
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INTELLIGENCE

FEDERAL AVIATION ADMINISTRATION expects to respond by the end of the month to a series of recommendations from the general aviation community calling for changes in the agency's compliance and enforcement program (BA, May 8/146). While the matter is still officially "under review" at FAA, top agency officials told BA there is "more agreement than disagreement" with the recommendations.

PIPER AIRCRAFT CORP., which has logged numerous fleet sales to world airlines in recent years (BA March 20/91), plans to announce a major sale to the People's Republic of China this week. Top Piper officials are scheduled to attend a press conference in Beijing this Tuesday to provide details of a sales agreement with CAAC for a number of Cheyenne IIIA turboprops that will be used for pilot training.

REP. DAN GLICKMAN (D-Kan.) had signed up 120 House co-sponsors for his General Aviation Standards Act of 1989 heading into this week's hearing on the product liability bill by the House aviation subcommittee (BA, May 15/153).

SEN. NANCY KASSEBAUM (R-Kan.), who is sponsoring GA product liability legislation in the Senate (BA, March 20/90), announced Thursday she will seek re-election for a third term in 1990. GA interests said they were "surprised and quite pleased" by the announcement. Kassebaum had previously indicated she would limit her Senate service to only two terms. The fact that Kassebaum is a strong favorite to be re-elected and is highly respected by her Senate peers is seen as a positive factor in the effort to win passage of a product liability bill.

SETTLEMENT REACHED IN SUIT OVER MODIFICATIONS TO ROCKWELL SINGLES

Commander Flying Association, which had filed class action suits against Rockwell International and Gulfstream Aerospace Corp. in an attempt to get those companies to pay the cost of modifications to some 990 Rockwell Model 112 and 114 airplanes, said the parties have reached an out of court settlement. The settlement agreement contains provisions similar to those contained in an offer from Gulfstream to Commander owners last July (BA, July 25/25). Gulfstream, which acquired the rights to the Commander line from Rockwell in 1981 but never built any of the single-engine models, said then it would modify the wings, seats and tails of the planes "for a total owner contribution of $2,000 per aircraft..." At the time Gulfstream originally made that offer, CFA President David Kaplan said "our attorneys believe $2,000 is an unreasonable amount for owners to pay..." There was no dollar figure specified in those lawsuits, but CFA had been seeking reimbursement for loss of use of the aircraft and punitive damages and Kaplan estimated at that time total damages sought would be about $30 million.

Under the settlement announced this month, CFA said owners whose aircraft are modified at the Oklahoma Service Center will contribute $2,000 per aircraft, while owners who elect to get the work done at specified repair facilities in England, Switzerland, Australia and Latin America will pay $3,000 per aircraft. Owners who paid to have an earlier version of the modifications performed will receive cash refunds. Gulfstream and Rockwell will pay attorneys' fees, costs and expenses and owners who contributed to CFA's legal fund will receive a full cash refund of their contributions.

Modifications done in Oklahoma City will be performed and warranted by Commander Aircraft

(Continued on the following page)

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1989 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-00	L-55	Main gr. collapse during fast turnoff	D-CLIP	Germany	Ldg	Pvt	Pass	-	S
01-12	CE-501	Landed long following ILS, overshot rwy.	N32MJ	TN	Ldg	Bus	Pass	-	M
01-13	L-35	Swerve off rwy. landing, training flt.	N3522	IN	Ldg	Comm	Tra	-	M
01-20	DA-900	Aircraft departed runway side landing	N901B	IN	Ldg	Corp	Pass	-	S
01-31	L-23	Dam. beyond repair during gear up ldg.	F-GDAV	Portugal	Ldg	Pvt	Pass	-	D
02-24	L-35A	Hit standing water TO, control lost	PT-LGS	Brazil	TO	Comm	Pass	-	S
02-27	CE-550S	Collided with trees during ldg. abort	N29X	NY	TO	Corp	Ferry	-	D
03-23	L-25	Abort ldg. overshoot.Lded. without gear	N29FN	VA	Ldg	Comm	Pass	-	S

1989 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-02	MU-2	Crash executing an ILS in IMC	N500B	SC	Ldg	Pvt	Pass	4	D
01-06	PA-31T	Lost control TO in IMC and snow showers	N82290	CO	TO	Bus	Pass	-	S
01-07	BE-90	Collided with trees maneuvering to land	N784Q	KY	App	Pvt	Pass	-	S
01-16	BE-90A	Main gear retracted touch & go ldg. Tra.	N623AW	AL	Ldg	Comm	Tra.	-	S
01-20	MU-2B	Gear up landing following IMC approach	N142BK	UT	Ldg	Comm	Pass	-	M
01-30	BE-90E	Struck and killed two deer on takeoff	N87CH	WY	TO	Comm	EMS	-	S
02-11	BE-90	Cabin door opened & blew off during clb.	N195KQ	IA	Clb	Bus	Pass	-	M
02-15	BE-200	Control loss due frozen linkages/hinges	N123D	VT	Clb	Comm	Pass	-	N
02-17	MU-2B	Hit rwy. lights landing on slippery rwy.	N54US	WA	Ldg	Comm	Crgo	-	S
02-24	SA-226T	Crash during IMC approach	non US	Finland	App	Comm	Pass	6	D
02-28	MU-2	Collided with water during contract ops.	N701DM	CA	Desc	Comm	Othr	1	D
02-28	BE-90	Taxi into ditch along runway side	N946K	FL	Txi	Bus	Pass	-	M
03-06	BE-100	Gear up landing during training flight	N75ZZ	MI	Ldg	Comm	Tra	-	M
03-20	690A	Engine failure/shutdown during climb	N690MF	MN	Clb	Comm	Crgo	-	N
03-31	MU-2	Collided with BE-1900 during taxi	N638MA	NY	Txi	Comm	Crgo	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as investigation continues.
For more complete information contact Robert E. Breiling Associates, Inc. (407) 338-6900

THE AUSTIN COMPANY said it was awarded a general contractor's license by the Metropolitan Government of Tokyo, Japan, the first time a U.S. firm has obtained such a license on an independent basis, the company said. Austin, in conjunction with Kawasaki Heavy Industries of Japan, is seeking contracts for a number of airport projects in Japan including baggage handling, air cargo and wharf terminal facilities at Kansai International Airport and construction of facilities at Haneda and Hiroshima Airports.

* * *

WORKING CONDITIONS for air traffic controllers will be the subject of a hearing this Thursday before the House Public Works investigations and oversight subcommittee. General Accounting Office will testify on its survey of more than 5,000 controllers, supervisors and managers of the nation's 84 largest ATC facilities. Other witnesses include FAA, the Federal Managers Association and the National Air Traffic Controllers Association. Hearing begins at 9:30 a.m. in Room 2167 of the Rayburn Building.

* * *

BELL HELICOPTER TEXTRON, INC., Ft. Worth, Tex., was awarded a $51.7 million modification to a contract for 15 Model 406 combat scout helicopters for Saudi Arabia. Work will be performed in Ft. Worth and is scheduled to be completed by Jan. 30, 1991.

* * *

AERONAUTICAL ACCESSORIES, INC. received a supplemental type certificate from FAA for an aft passenger shoulder harness kit for use in Bell 206 JetRanger and LongRanger helicopters. The dual restraint harness system is installed in the hat bin area at the rear of the cabin. For more information, contact the company at (615) 538-5151.

* * *

FAA'S Research, Engineering and Development Conference will be held Sept. 27-28 at the Hyatt Regency Crystal City in Arlington, Va. For more information, contact: FAA, Research Management and Control Division (AMC-200), 800 Independence Ave. S.W., Washington, D.C. 20591 or call (202) 267-3063.

* * *

BENDIX/KING Air Transport Avionics Division said Mitsui & Co. Ltd. of Japan has selected the Bendix/King TCAS II system for its fleet of McDonnell Douglas MD-11 aircraft. Mitsui has five MD-11s on order.

* * *

AIR FORCE Aeronautical System Division awarded a $27.9 million contract to Hughes Training Systems Inc., Arlington, Tex., to provide C-141 aircrew training through June 1996. Contract also calls for Hughes to update training hardware and course material.

* * *

BUSINESS JET AND TURBOPROP accidents and incidents, along with mishaps involving turbine-powered helicopters that occurred in the first quarter of 1989 are detailed in charts on the back of Pages 166-167. The charts were prepared by Robert E. Breiling Associates, Inc., which specializes in compiling and analyzing business aircraft accident statistics. Firm has published a comprehensive summary, 1988 Annual Turbine Aircraft Accident Review, which contains an analysis of 197 accidents and incidents involving business aircraft that occurred last year. For information, contact the company at: 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

CONTACT AIR, the German regional carrier, has converted options for four Dornier 328 aircraft into firm orders. Two of the aircraft will be delivered in 1993 and the remaining two in early 1994.

* * *

COLLINS has been selected to provide its digital avionics package for Beech Aircraft Corporation's entry in the U.S. Air Force TTTS aircraft competition, the Beechjet 400A.

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1989 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-03	B-206B	Power loss, hit rig during autorotation	N22704	GM	Hover	Comm	O.S.	-	D
01-08	B-206B	Tail rotor shaft failure during hover	N16733	UT	Hover	Comm	Pass	-	S
01-12	H-500D	Directional control lost during hover	N5074R	AK	Hover	Comm	Pass	-	S
01-09	B-206L	Crash ldg. following uncontrolled yawing	N27555	GM	Ldg	Comm	O.S.	-	D
02-02	H-500	Loose external cargo cable struck rotor	N1097G	NH	Hover	Bus	Cargo	-	S
02-23	B-206B	Hard landing following engine surging	N5754J	NJ	Ldg	Bus	Pass	-	S
03-15	B-206B	Rolled over on TO during training flight	N131AT	CA	TO	Comm	Tra	-	S
03-22	B-206B	Turbine failure following liftoff	N5004F	GA	TO	TV	Patrol	-	S
03-30	H-369D	Engine failure during climb, hard ldg.	N5108E	CA	Clb	Comm	Cargo	-	S

1989 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-02-02	S-76	Crash during operation in marginal wx.	N767SA	PA	Cru	Corp	Pass	2	D
02-13	BK-117	Hit power lines operating in marg. wx.	N7025L	TX	Cru	Comm	EMS	3	D
03-23	B-222	Lost directional control in hover turn	N5008Q	CO	Hover	Pvt	Pass	-	S
03-26	AS-355	Control erratic during landing flare	N84MH	CA	Ldg	EMS	EMS	-	S
03-26	BK-117	Struck unlit tower during EMS operation	N39187	NC	Cru	County	EMS	2	D
03-27	S-76A	Hit rotors of other S-76 during landing	N760P	NY	Ldg	Corp	Pass	-	S
03-27	S-76A	Main rotors hit by landing S-76A	N586C	NY	Pkd	Corp	Pass	-	S

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as investigation continues.
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THE WEEKLY OF
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INTELLIGENCE

TRANSPORTATION SECRETARY Samuel Skinner, who last week sent a letter to the House Public Works Committee expressing his strong support for general aviation product liability legislation, was asked whether President George Bush shares Skinner's view on the issue. Skinner responded that Bush does, noting that he and Bush discussed the GA product liability issue last Wednesday. "He (Bush) said he wants us to move forward on that this year," Skinner reported (see related article on Page 170).

ACTOR CHRISTOPHER REEVE, widely known for his title role in the "Superman" series of movies, will make his debut this Thursday as the national spokesman for Learn-To-Fly Month. Reeve, who flies his own Cheyenne turboprop, is scheduled to appear on the CBS Morning News show and then on hundreds of television stations throughout the country via satellite to promote the benefits of learning to fly. Organizers of the General Aviation Market Expansion (GAME) Plan say more than 300 flight schools throughout the country are participating in the promotion by offering $25 introductory flights.

GARRETT, which launched a program last year to retrofit Falcon 20s with Garrett TFE731 engines, is expected to encounter some competition in that market later this year. A Connecticut-based group plans to announce a program at the Paris Air Show to replace General Electric CF700 engines on Falcon 20s with the new Pratt & Whitney PW300 turbofan. Use of the PW300s is expected to nearly double the range of the Falcon 20.

TRANSPORTATION SECRETARY Skinner doesn't have to call FAA to get real-time information on the operation of the nation's air traffic control system. A computer terminal installed in his personal office at DOT is tied into the Central Flow Control Facility at FAA headquarters, giving Skinner an instant overview of the ATC system whenever he desires.

GA GROUPS SAY 'PROMPT ACTION' IS NEEDED ON H.R.1307

Prompt action on H.R.1307, the General Aviation Standards Act of 1989, could be "instrumental in helping resuscitate the U.S. general aviation industry and helping it regain the preeminent position it occupied a few years ago," Ed Stimpson, president of the General Aviation Manufacturers Association, said last week. Testifying before the House aviation subcommittee, Stimpson continued, "failure to take such responsible action may well contribute to the death of a once thriving domestic industry." Bill, which was introduced by Rep. Dan Glickman (D-Kan.), is identical to legislation approved last year by the Public Works Committee (BA, March 13/82).

Jan VonFlatern, general counsel for Piper Aircraft, told the subcommittee "there is no way that Piper or any small company can sell enough airplanes fast enough to outrun the American tort system if some of its ludicrous excesses are not curbed." VonFlatern said product liability remains the "greatest single obstacle to Piper's recovery and to the survival of the small airplane industry in this country."

John Yodice, general counsel for the Aircraft Owners and Pilots Association, said the bill has the support of the majority of aviation users. Yodice said questioning if a problem exists is irrelevant to AOPA's members, because the "perception (that there is a problem) is real" and the unavailability of aviation products that stems from that perception is real. Yodice said the present system for compensating victims is inefficient, with most of the money being absorbed in the cost of prosecution

(Continued on the following page)

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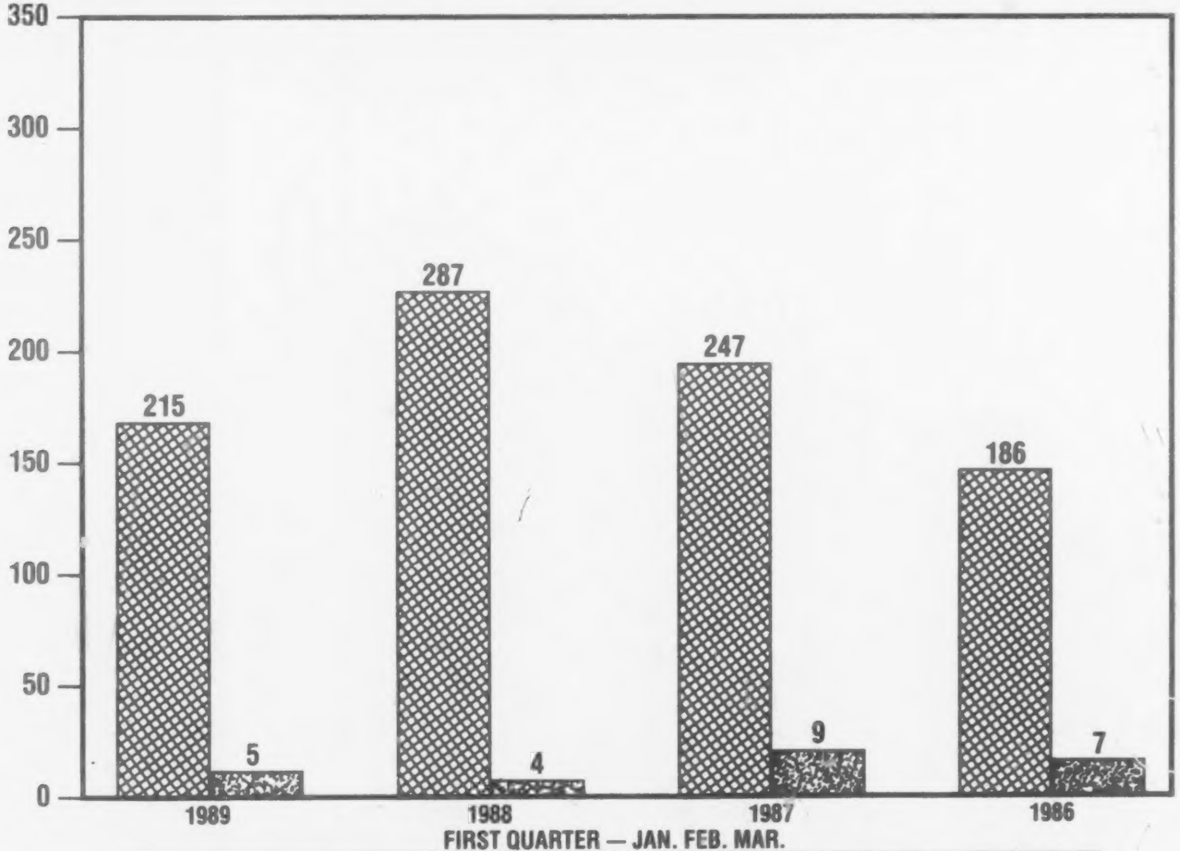
177A

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▩ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▩ **HEAVY**

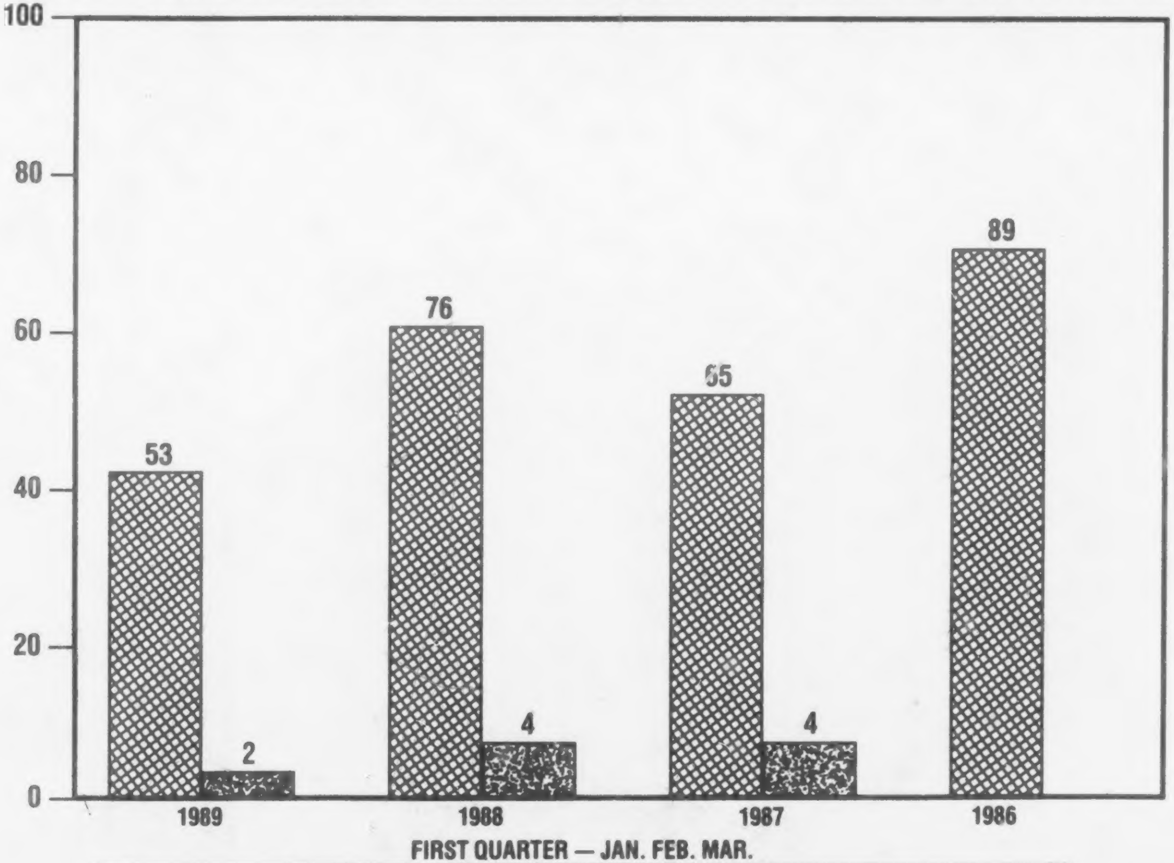
G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

MAY 89

173A

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▨ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

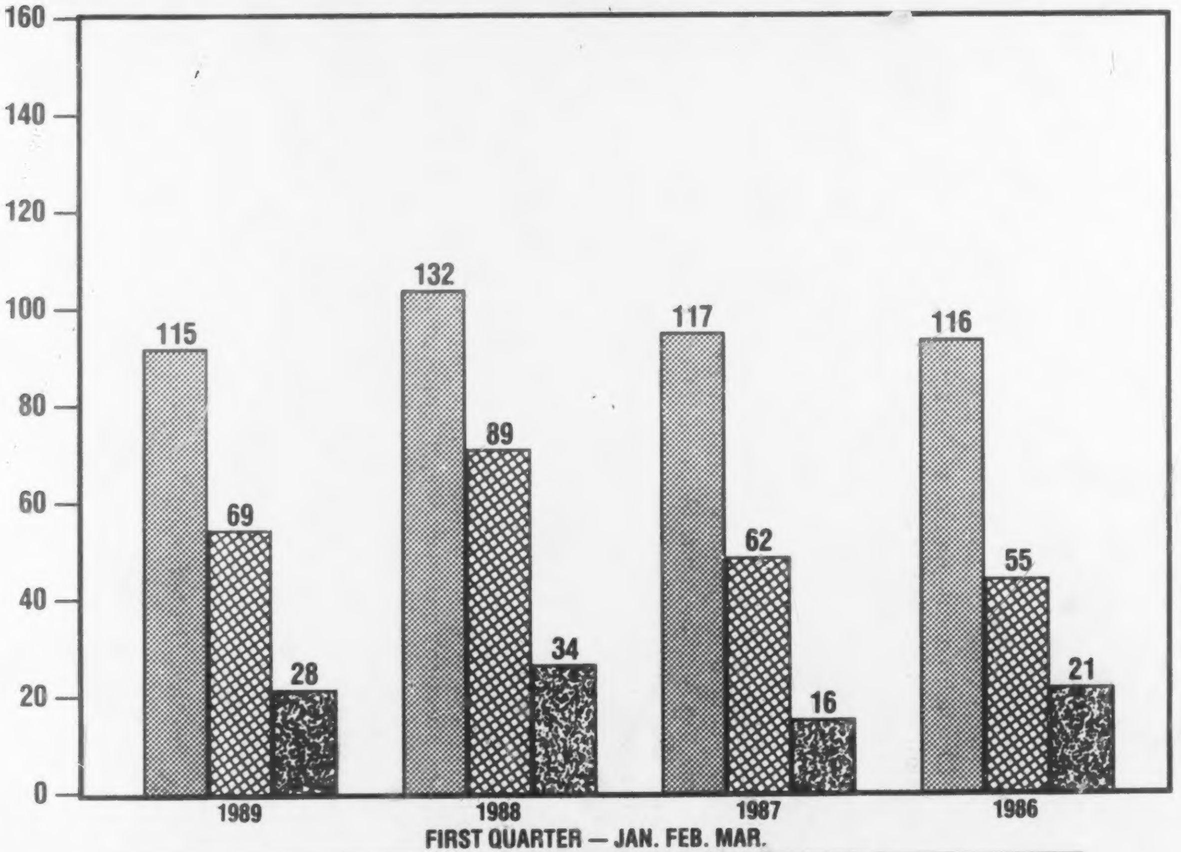
▩ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

MAY 89

USED RETAIL JET DELIVERIES - NORTH AMERICA



▨ LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▨ MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▨ HEAVY

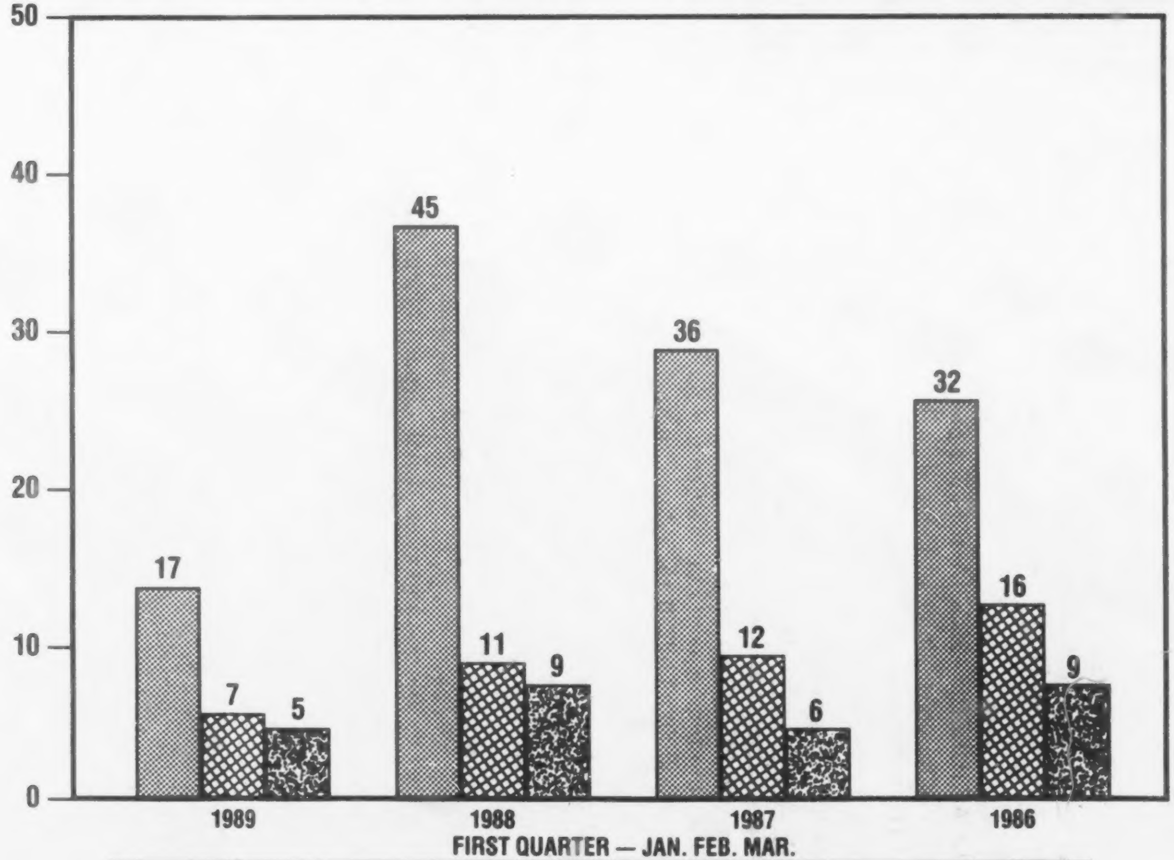
CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

MAY 89

175A

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▨ LIGHT	▩ MEDIUM	■ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

MAY 89

C 5800-20
6/20/89

THE WEEKLY OF
BUSINESS AVIATION

Vol. 48 No. 25

INTELLIGENCE

SWISS MANUFACTURER PILATUS is not saying what sort of aircraft its secret PC-12 project involves, but there is speculation it will be a single-engine turboprop freighter designed to compete directly with the Cessna Caravan I. Pilatus has been working on the PC-12 for about three years and has discussed a cooperative arrangement with Australian Aerospace, its partner in the license production of PC-9 trainers for the Royal Australian Air Force.

CESSNA CHAIRMAN Russ Meyer, who has consistently reaffirmed his desire to see the company resume production of piston-powered aircraft, told reporters at the Paris Air Show that if new product liability legislation is passed "we will announce our (return to the) manufacture of single-engined airplanes within 24 hours." The 172 and 182—with a variant of the 172 perhaps replacing the 152 as a basic trainer—and the 206 are seen as logical choices for new production.

GENERAL AVIATION is the "root, the core of aviation in this country," James B. Busey, FAA Administrator-designate testified last week. Saying he was "distressed" at the present state of the general aviation industry, Busey said general aviation operators, those "who have a love of flying, are the people we have to rely on for bringing in the new generation of flying. I will do whatever I can to keep those wheels turning." (See related story on Page 194.)

SEN. JOHN McCAIN (R-Ariz.), in introducing Busey at Senate confirmation hearings last week, drew a big laugh when he noted that Busey was his commanding officer in Vietnam, the man who decided which pilots would fly a particular mission. "He sent me off to die," McCain said, "and I'm sure when he's done with this tour of duty, he'll believe I have gotten even."

NEW FIRM PLANS TO BUY GRUMMAN-AMERICAN AIRCRAFT LINE THIS MONTH

A new company, based in Greenville, Miss. and headed by an Atlanta investment banker and a cadre of former Cessna Aircraft employes, plans to buy the production and marketing rights for four Grumman-American light aircraft models from Gulfstream Aerospace this month and hopes to begin delivering limited quantities of new aircraft late next year.

Leonard H. Seawell, chairman of American General Aircraft Co., said his company signed a definitive agreement this month following five months of negotiations with Gulfstream. Purchase agreement and closing is scheduled for June 30. AGAC is buying the rights, including type certificates, for the single engine AA-1 Lynx, the AA-5/A Cheetah and AA-5/B Tiger models and the G-47 Cougar light twin. Seawell told BA the company has signed a 45-year lease with the city of Greenville for a 253-acre parcel of land at the airport where assembly operations will be located. The site includes more than 400,000-square feet of covered space in 23 buildings, a complex that had been used by Boeing when it was performing a contract to re-wing A-6 aircraft for the Navy.

Seawell said initially the Greenville facility will be primarily an assembly operation, utilizing parts manufactured by vendors and subcontractors, plus a large supply of finished parts that Gulfstream had in storage. He said the company plans to begin delivering aircraft by the end of 1990, but he emphasized the company will focus on quality instead of quantity. "We're going to start very, very slowly and carefully," Seawell said and will probably produce no more than 20 finished aircraft during

(Continued on the following page)

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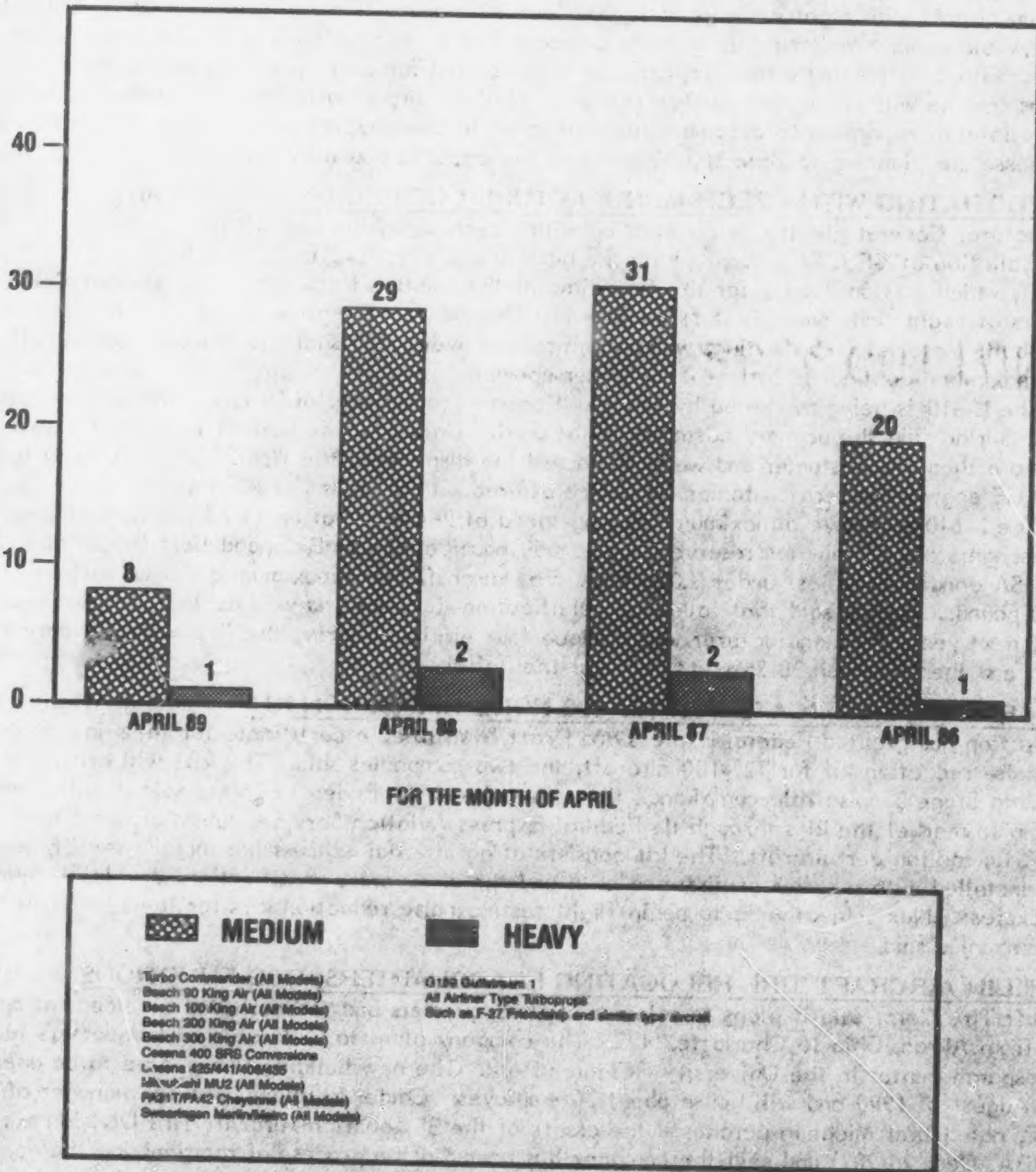
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA

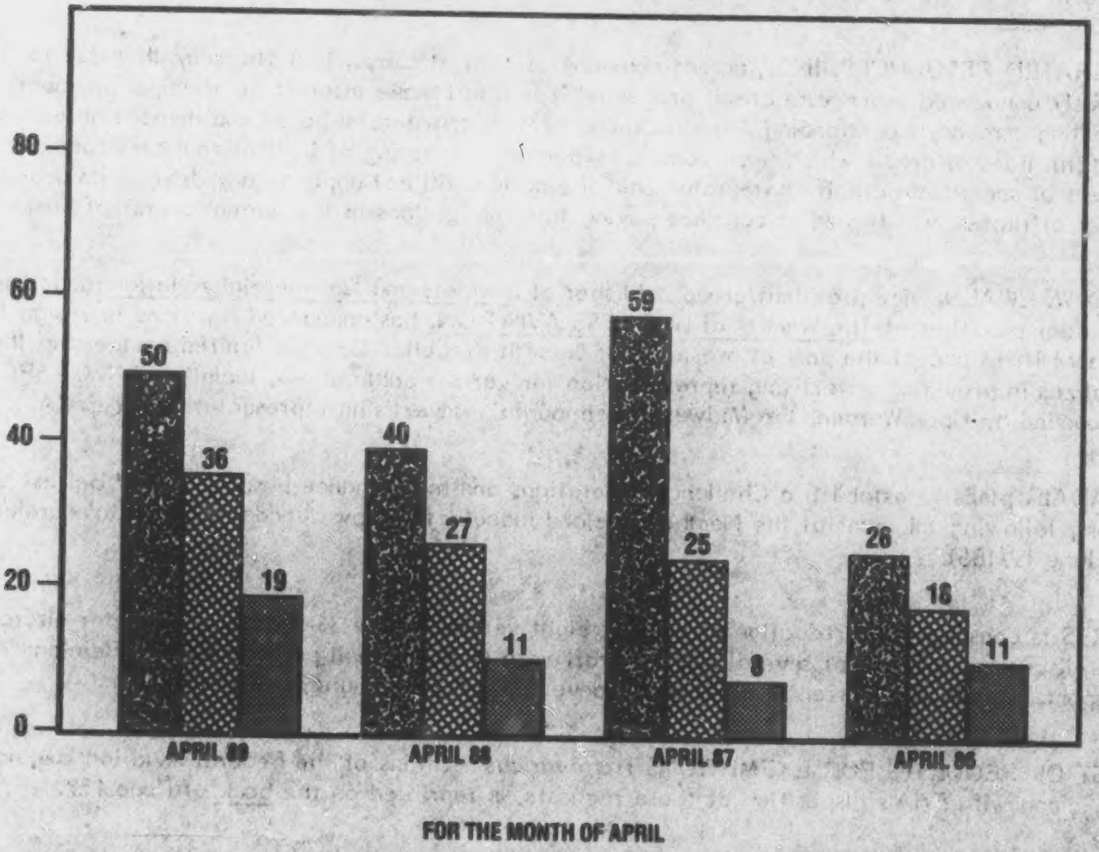


SOURCE: AVDATA, INC., WICHITA, KS

JUNE 89

197A

USED RETAIL JET DELIVERIES - NORTH AMERICA

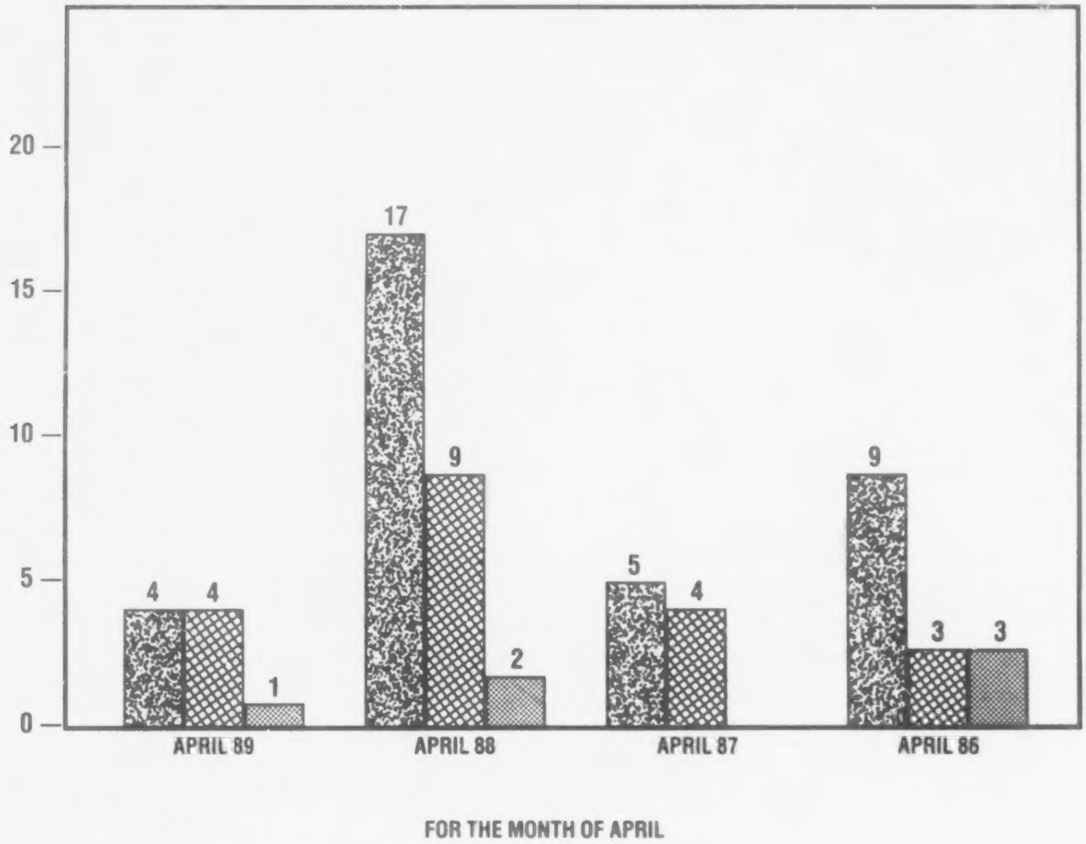


▨ LIGHT	▩ MEDIUM	■ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVCATA, INC., WICHITA, KS.

198A

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▩ LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▦ MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▒ HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 49 No. 2

INTELLIGENCE

DEADLINE for installation of cockpit voice recorders on affected corporate aircraft is more than two years away, but at least one distributor of the units is warning operators they should schedule installations as soon as possible. Dave Vorsas, CVR marketing manager for Castleberry Instruments, which is distributing the Fairchild-Weston GA100 unit, said about 4,500 corporate aircraft must have CVRs in place by Oct. 11, 1991, which works out to about 166 installations per month, if they are evenly spaced. If demand should exceed 250 installations per month in the period prior to the deadline, there won't be enough shop capacity available to handle the work, Vorsas said. Castleberry has established a CVR Hotline, (800) 552-1291, to help operators resolve questions about the CVR rule, which also affects some 1,000 regional airliners and about 300 helicopters.

LEGISLATION that would give itinerant aircraft mechanics access to airports in California—without any requirement that such mechanics have a lease or operating agreement with the managing authority of the airport—will be the subject of a hearing today (July 10) before the Transportation Committee of the California Assembly (BA, July 3/211). The bill, SB 1402, has already passed the state Senate by a 26-1 vote and officials say there appears to be little opposition to it in the Assembly.

FIXED-BASE OPERATORS and air charter operators in California are discussing formation of an organization to represent their interests with government agencies within the state. SB 1402 is providing some of the impetus for such a trade group.

INDUSTRY RECOMMENDATIONS on how to address the problem of corrosion in older commuter and regional aircraft will be presented to FAA this month. The 23 recommendations, prepared jointly by the Regional Airline Association and the General Aviation Manufacturers Association, were developed following a Kansas City conference on the corrosion problem in April.

AOPA ASKS BUSEY TO REJECT SUPPLEMENTAL INSPECTION DOCUMENTS

The president of the Aircraft Owners and Pilots Association has written to FAA Administrator James Busey asking him to reject adoption of Supplemental Inspection Documents that would impose additional mandatory maintenance requirements on aircraft owners.

The letter to Busey from AOPA President John Baker refers to a program underway by the General Aviation Manufacturers Association to develop SIDs, which would establish specific aircraft inspection requirements depending upon the age and number of hours of a particular aircraft. Cessna Chairman Russ Meyer detailed the program in a speech to the Society of Automotive Engineers General Aviation meeting in April (BA, April 17/124). In that speech, Meyer predicted that "with tougher airworthiness requirements, implemented aggressively by the FAA and with type specific flight standards, I believe it is realistic to reduce the level of accidents by at least 50 percent and do so almost immediately."

Baker maintained that AOPA's analysis of FAA and NTSB accident data "does not support the implementation of SIDs. The age of a general aviation aircraft is not a factor contributing to accidents and maintenance and structural and/or component failure are statistically insignificant." Baker said from 1981 through 1986, "less than one percent of all reported accidents involved equipment, instru-

(Continued on the following page)

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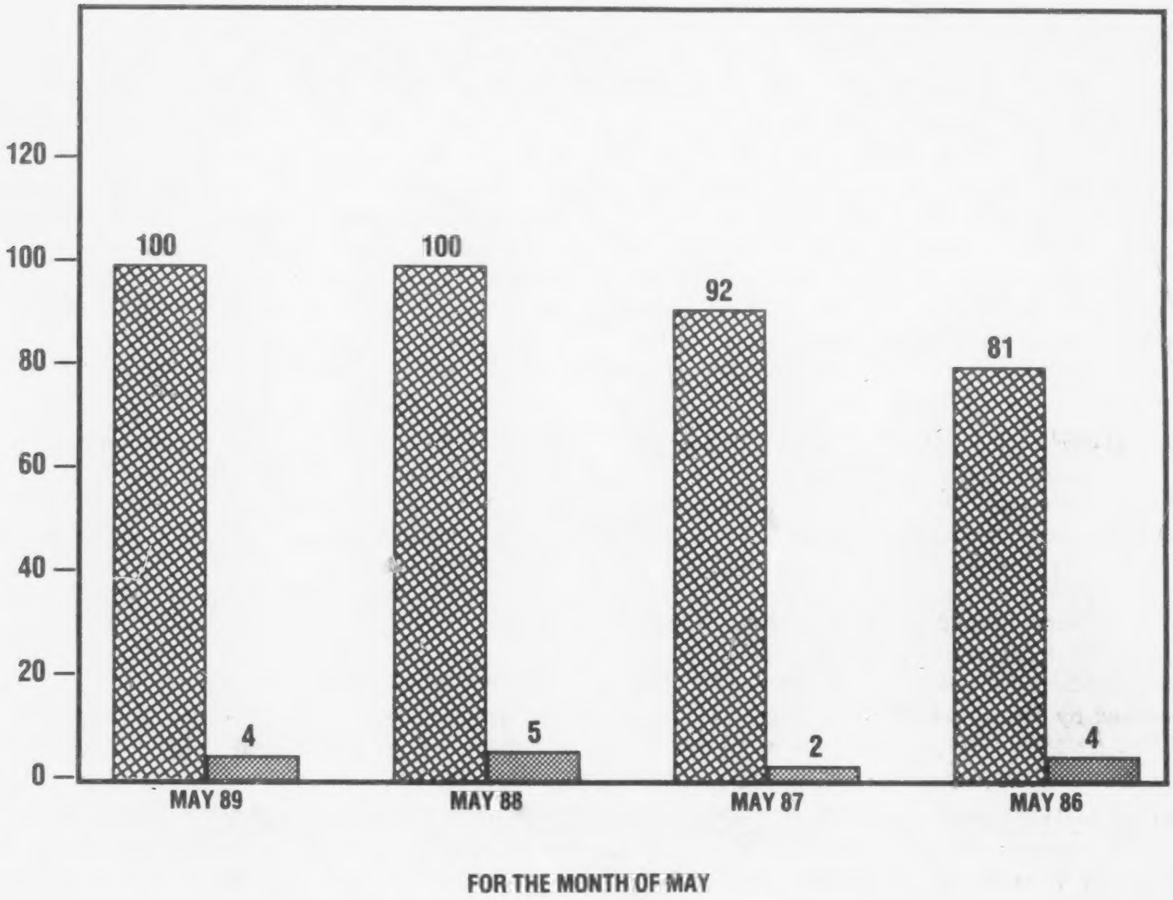
12-A

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▩ MEDIUM

- Turbo Commander (All Models)
- Beech 90 King Air (All Models)
- Beech 100 King Air (All Models)
- Beech 200 King Air (All Models)
- Beech 300 King Air (All Models)
- Cessna 400 SRS Conversions
- Cessna 425/441/406/435
- Mitsubishi MU2 (All Models)
- PA31T/PA42 Cheyenne (All Models)
- Swearingen Merlin/Metro (All Models)

▨ HEAVY

- G159 Gulfstream 1
- All Airliner Type Turboprops
- Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JUNE 89

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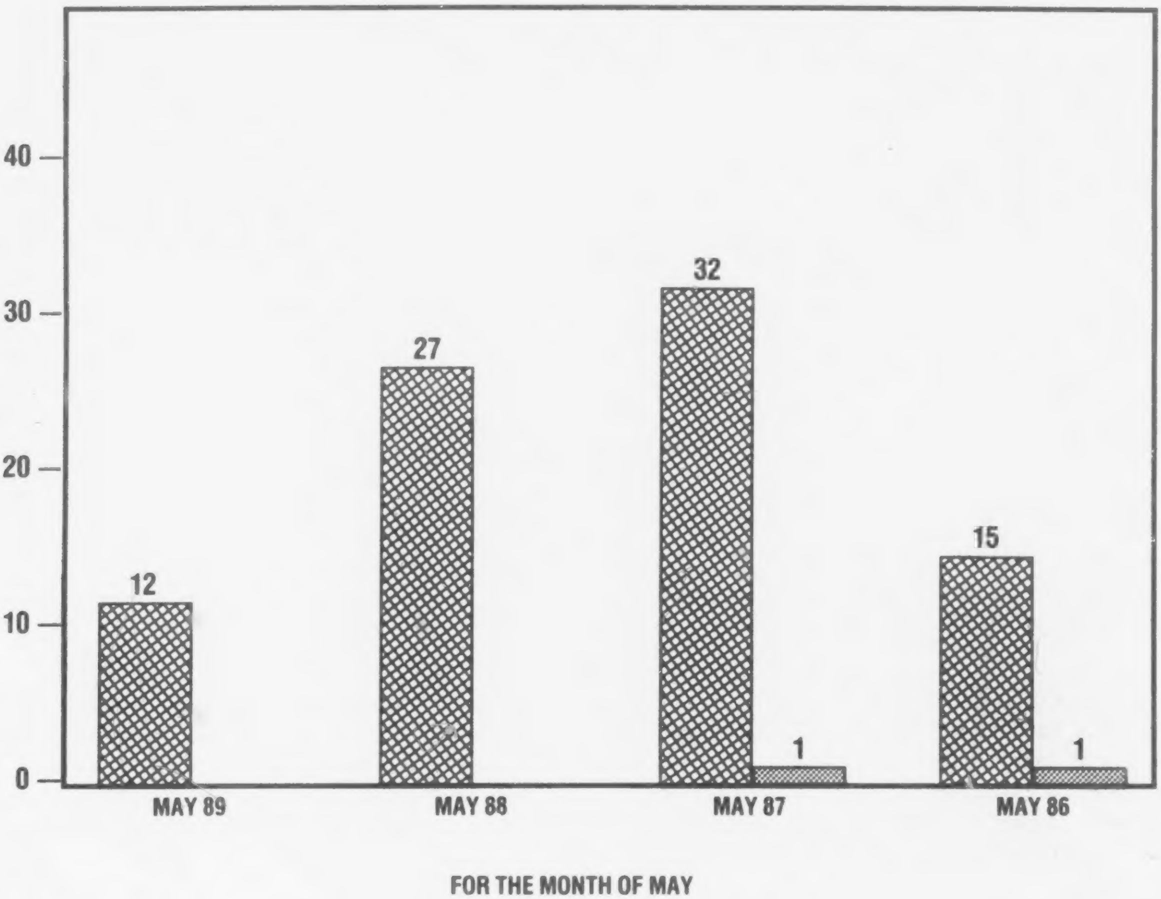
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▨ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▨ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JUNE 89

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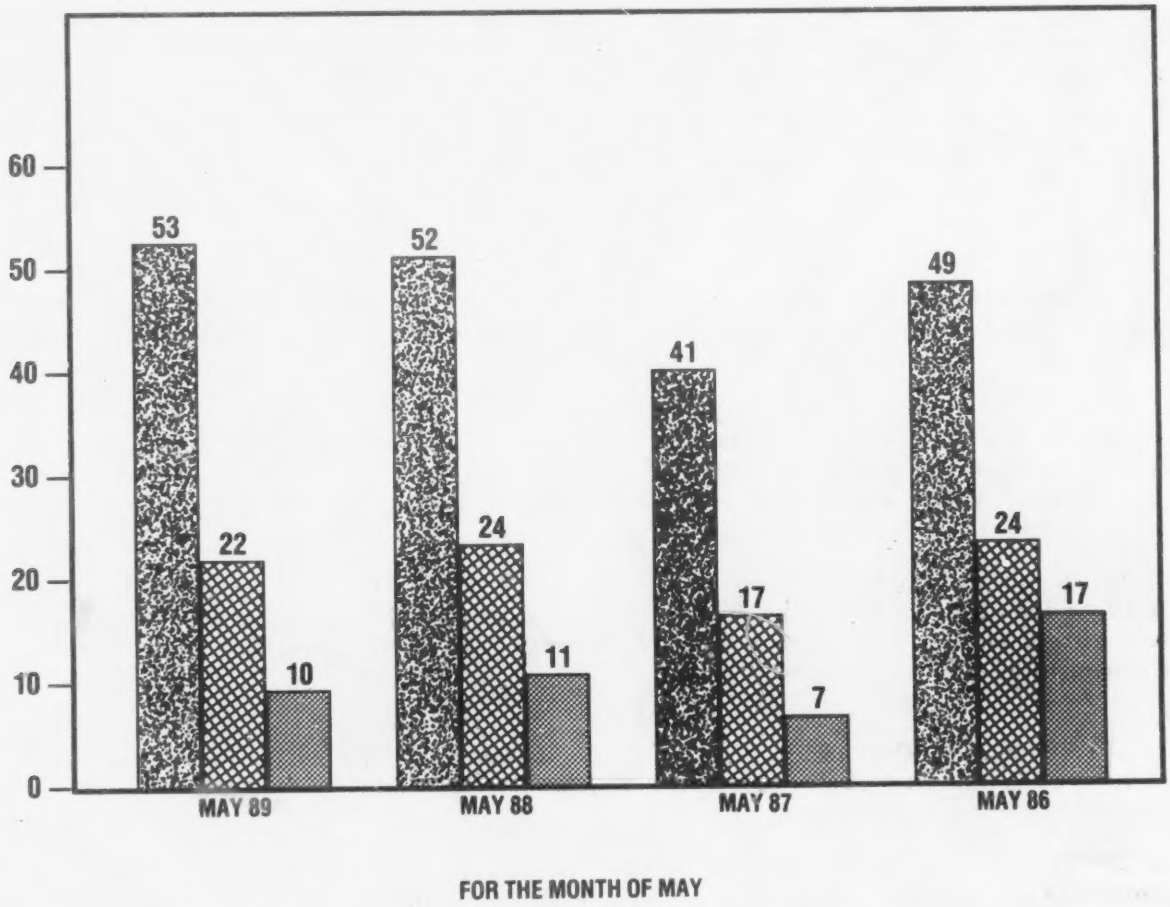
USED RETAIL JET DELIVERIES - NORTH AMERICA



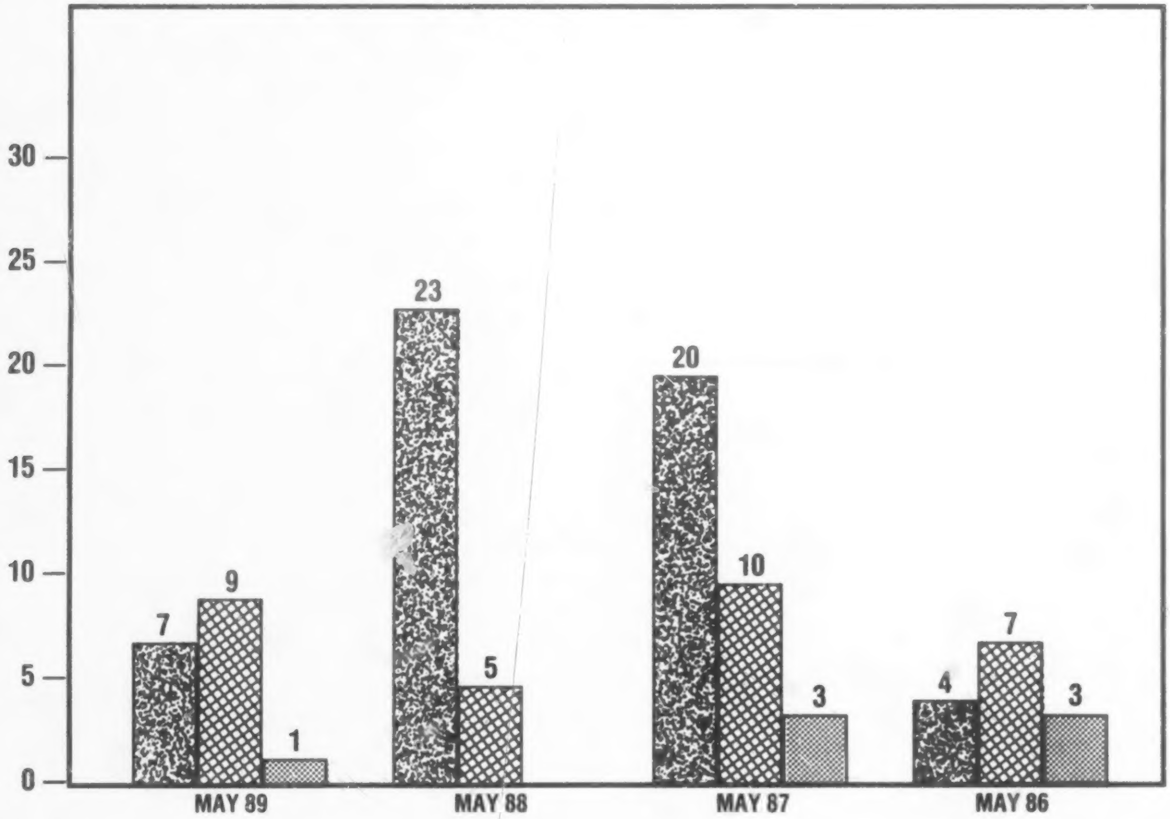
▒ LIGHT	▦ MEDIUM	▩ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JUNE 89

15-A

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF MAY

▨ LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▨ MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▨ HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

C5800-30

THE WEEKLY OF

BUSINESS AVIATION™

Vol. 49 No. 5

INTELLIGENCE

SUPPORTERS of legislation to reduce the burden of product liability lawsuits on general aviation manufacturers had been hoping the Senate Commerce Committee would mark up S.640, Sen. Nancy Kassebaum's bill, this week. However, it now appears Commerce Committee Chairman Ernest Hollings (D-S.C.) will not schedule a markup until after the August Congressional recess.

TRANSPORTATION SECRETARY Samuel Skinner reiterated last week the Bush Administration's campaign pledge to spend Aviation Trust Fund monies as they were intended. At a press conference at DOT headquarters, Skinner said "the aviation industry and I don't agree on everything, but one thing we don't disagree on is the need to pour additional resources into the aviation infrastructure. The President supported during his campaign and continues to support the proper use of those funds."

ROBERT AARONSON, president of the Air Transport Association, said the aviation industry should be "looking at the issue" of whether a dedicated trust fund serves its interests. "Given our experience over the past 10 years, why would any constituency want to see these funds continued?" he asked.

AIR FORCE Secretary Donald B. Rice said there is merit in the idea of a national civilian pilot academy run by the FAA and "sponsored by the airlines." Pilot retention is becoming a crisis for the military services and Rice says it's unfair for the airlines to "bid people away without that sector contributing to the supply...pilots are becoming a national resource."

REGULATORY REVIEW OF REPAIR STATIONS PLANNED BY FAA

Federal Aviation Administration has scheduled a series of public meetings as part of a Regulatory Review of regulations covering repair stations and repairmen, certification rules and related topics. FAA is proposing a complete review and modification of Parts 43, 65 (Subpart E) and 145 of the Federal Aviation Regulations, including changes in the types of certificates issued and the type of work to be performed by holders of various certificates. Areas to be addressed in the review include ratings and classes, operations and inspection procedures, manufacturer's maintenance facility, contracting by repair stations, facility, housing and equipment requirements, recordkeeping and report requirements and management, inspection personnel and repairmen qualifications.

Public meetings to discuss the proposed changes will begin Oct. 24-25 at FAA headquarters in Washington, D.C. Additional meetings are scheduled: Nov. 7-8 in Fort Lauderdale, Fla; Nov. 28-29 in Dallas, Tex.; and, Dec. 12-13 in San Francisco, Calif. A copy of the notice announcing the Regulatory Review, which appeared in the July 24 Federal Register, is reprinted on the back of Pages 34-37.

AOPA ESTABLISHES AIRPORT WATCH PROGRAM TO FIGHT DRUG TRAFFICKING

Aircraft Owners and Pilots Association, in conjunction with the Federal Aviation Administration, the U.S. Customs Service, and the National Crime Prevention Council last week introduced the AOPA Airport Neighborhood Watch Program aimed at stopping the use of general aviation aircraft in drug trafficking.

AOPA President John Baker said the "importation, sale, distribution, and use of illegal drugs is a national disease. Now for the first time, this unique partnership between the aviation community and the general public, can make a difference in the war on drugs." Program will rely on pilots, aircraft

(Continued on the following page)

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FAA SOLICITING PROPOSALS FOR HUMAN FACTORS RESEARCH STUDY -- Federal Aviation Administration has published a notice in the Commerce Business Daily soliciting proposals for aeronautical human factors research from private industry, the academic community and non-profit institutions.

Agency is seeking proposals in eight areas including: air traffic control automation; aviation safety monitoring systems; human performance factors in aviation accidents and incidents; human performance assessment and improvement; flightcrew/controller information transfer; con- trols and displays; personnel selection, certification, and training; and human engineering validation methods.

FAA will accept proposals for a 12-month period. Copies of "Guidelines for Preparing Responses to FAA's Broad Agency Announcement for Aeronautical Human Factors Research Proposals" are available from FAA, Flight and Systems Research Branch, ADS-210, 800 Independence Ave., S.W., Washington, D.C. 20591; (202) 267-3754.

BUSINESS JETS, TURBOPROPS INVOLVED IN 34 MISHAPS -- Operators of business jet and turboprop aircraft were involved in 34 accidents and incidents that claimed 17 lives during the first six months of 1989, according to information compiled by Robert E. Breiling Associates. A brief description of the accidents/incidents that occurred during the first six months is shown in charts on the back of Pages 38-39. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation operations (see insert attached to this issue).

U.K. EXPECTED TO BOOST FOREIGN OWNERSHIP LIMIT OF BAe -- U.K. government will probably raise limits on foreign ownership of British Aerospace stock to 29.5 percent from 15 percent, following approval by the European Economic Commission of a similar U.K. government plan for engine manufacturer Rolls-Royce, government sources said. The EC was not looking specifically at British Aerospace but "it is entirely probable that British Aerospace will be put in the same position" as Rolls-Royce, a government source said. "There is no logical reason why one should be treated differently from the other," said analyst Michael Bloggs of London's James Capel firm. Raising the foreign shareholding limit resolves a dispute between the EC and the U.K. over European ownership of U.K. defense companies by setting aside a larger portion of outstanding shares for non-U.K. investors. The EC had pushed for raising the limit, arguing that current restrictions discriminate against non-U.K. investors.

WASHINGTON CONSULTING GROUP WINS $3 MILLION FAA CONTRACT -- The Washington Consulting Group received a $3 million, five-year contract from FAA to assist the agency in identifying and resolving air traffic control, airspace capacity and airport workload issues. The work will be done for FAA's Office of Operations Research and will involve development of air traffic simulation programs, creation of mathematical models for configuring airspace, statistical analysis and capacity studies.

WICAT ANNOUNCES IMPROVED FINANCIAL RESULTS FOR QUARTER -- Wicat Systems, Inc., Orem, Utah, announced improved financial results for the first quarter of fiscal 1990, which ended July 2, 1989. The company, which provides technology based training and education programs, reported a net profit of $21,000 for the quarter compared to a loss of $386,000 for the same quarter a year earlier. Revenues increased to $9.4 million compared to $9.2 million in the first quarter of fiscal 1989.

Robert W. Mendenhall, president and chief executive, said "we are encouraged by the improved results and the return to profitability. I believe that the restructuring actions implemented in the second half of last year have positioned Wicat for sustainable profitability and positive cash flow." He said backlog is 10 percent higher than last year and that expense levels have been significantly reduced. "While we have cash in the bank and no debt, we just completed a new, larger credit agreement that provides additional financial resources should our growth exceed our expectations." The company recently received additional contracts from a number of major clients including American Airlines for flight attendant training, Boeing 767 maintenance training, VARIG DC-9 flight training, Scandinavian Airlines Services, Japan Air Lines and Air New Zealand.

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1989 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-06	DA-20F	Slid off runway landing during training	N1892S	TX	Ldg	Corp	Tra	-	M
01-09	L-55	Departed rwy. during high speed turnoff	D-CLIP	Germany	Ldg	Pvt	Pass	-	S
01-12	CE-501	Landed long following ILS, overshot rwy.	N32MJ	TN	Ldg	Bus	Ferry	-	M
01-13	L-35	Swerve off rwy. landing, training flt.	N352Z	IN	Ldg	Comm	Tra	-	M
01-20	DA-900	Aircraft departed runway side landing	N901B	IN	Ldg	Corp	Pass	-	S
01-31	L-23	Aircraft landed with ldg.gear retracted	FGDAV	Portugal	Ldg	Pvt	Ferry	-	D
02-15	DA-20DC	Overshot runway during landing	N232RA	NY	Ldg	Comm	Cargo	-	D
02-24	L-35A	Hit standing water on TO, control lost	PTLGS	Brazil	TO	Comm	Pass	-	S
02-27	CE-550	Landed long, delayed abort, overshoot	N29X	NY	Ldg	Corp	Ferry	-	D
03-23	L-25	Overshot ldg. gear sheared,lded. gear up	N29FN	VA	Ldg	Comm	Ferry	-	S
05-22	HS-125	Nose gr. collapse during ldg. turn off	N125HS	OK	Ldg	Corp	Pass	-	M
05-24	L-31	Hit disabled acft.during takeoff	N31CG	MI	TO	Corp	Pass	-	M
06-29	DA-20	Failed to climb on TO, hit trees,tower	N125CA	GA	TO	Comm	Cargo	-	D

Source: Robert E. Breiling Associates, Inc

1989 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-02	MU-2	Crash executing an ILS in IMC	N500B	SC	Ldg	Pvt	Pass	4	D
01-06	PA-31T	Lost control TO in IMC and snow showers	N82290	CO	TO	Bus	Pass	-	S
01-07	BE-90	Collided with trees maneuvering to land	N784Q	KY	App	Pvt	Pass	-	S
01-12	BE-200	During wx.diversion acft.hit high ground	YV597CP	Venez	Clb	Comm	Ferry	2	D
01-16	BE-90A	Main gear retracted touch & go ldg. Tra.	N623AW	AL	Ldg	Comm	Tra.	-	S
01-20	MU-2	Landed gear up following ILS in IMC	N142BK	UT	Ldg	Comm	Pass	-	M
01-30	BE-90E	Struck deer TO. Lded.gear up due damage	N87CH	WY	TO	Comm	Med.Ev.	-	M
02-11	BE-90	Cabin door separated during climb	N195KQ	IA	Clb	Bus	Pass	-	M
02-15	BE-200	Control loss due frozen sys., emerg.ldg.	N123D	VT	Clb	Comm	Pass	-	M
02-17	MU-2B	Hit rwy.lights landing on slippery rwy.	N54US	WA	Ldg	Comm	Cargo	-	S
02-24	SA-226T	Crash during IMC approach	non US	Finland	App	Comm	Pass	6	D
02-28	MU-2	Collided with water during contract ops.	N701DM	CA	Desc	Comm	Othr	1	D
02-28	BE-90	Taxi into ditch along runway side	N946	FL	Txi	Bus	Pass	-	M
03-06	BE-100	Gear up landing during training flight	N75ZZ	MI	Ldg	Comm	Tra	-	M
03-20	690A	Engine failure/shutdown during climb	N690MF	MN	Clb	Comm	Crgo	-	N
03-31	MU-2	Collided with BE-1900 during taxi	N638MA	NY	Txi	Comm	Crgo	-	S
04-10	BE-200	Fire/crash after TO. Sabotage suspected	N30PC	FL	Clb	Corp	Pass	3	D
05-10	BE-200	Flew into mountain during IFR ferry flt.	N39YV	NM	Cru	Comm	Ferry	1	D
05-12	SA-226T	Unable to lower rt.gr. Lded. with one up	N104TA	TX	Ldg	Comm	Ferry	-	M
06-07	MU-2M	Landed with gear partially extended	N60AJ	WI	Ldg	Comm	Ferry	-	S
06-08	MU-2J	Landed with rt. gear partially retracted	N155BA	OK	Ldg	Comm	Ferry	-	M

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

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THE WEEKLY OF
BUSINESS AVIATION™

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INTELLIGENCE

AIRCRAFT OWNERS AND PILOTS ASSOCIATION is highly critical of legislation passed by the Senate last week that would permit U.S. drug enforcement agents to shoot down general aviation aircraft that fail to respond to orders to land (see related article below). AOPA said such action would put innocent people at risk, noting that out of 1,400 Customs air interdiction missions, only 134 resulted in drug seizures.

LONG-AWAITED Request For Proposals for the Tanker-Transport-Training System will be issued Aug. 28, the Air Force said last week. In an Aug. 2 Commerce Business Daily notice the service said it "has a requirement to acquire a TTTS consisting of commercial derivative, twin-engine turbofan, business type jet aircraft, simulators, other training devices, support equipment, spare parts, courseware, engineering data, technical manuals and contractor logistics support necessary to perform Air Training Command's Specialized Undergraduate Pilot Training (SUPT)." Air Force is expected to acquire 211 TTTS aircraft (BA, Feb. 6/41).

GULFSTREAM AEROSPACE Chairman Allen Paulson is wasting no time implementing a memorandum of understanding with Soviet officials on joint development of a supersonic business jet. Paulson and Soviet officials signed the MOU at the Paris Air Show and a delegation from the Sukhoi Design Bureau is scheduled to make a familiarization visit to Gulfstream's facilities in Savannah, Ga. next month (BA, June 26/201). Following discussions in this country, the Soviet party and Gulfstream officials will fly—via Gulfstream IV of course—to the Soviet Union for additional talks and a tour of facilities there.

BILL AUTHORIZES ANTI-DRUG FORCES TO SHOOT DOWN GA AIRCRAFT

Senate last week approved an amendment to the Defense Department authorization bill which allows Federal law enforcement agencies, including the Coast Guard, Customs Service, and Drug Enforcement Agency to use "appropriate force" to compel general aviation aircraft with suspected drug traffickers on board to comply with instructions to land their aircraft. Amendment passed by voice vote after a motion to table it lost on a vote of 45 in favor, 55 against.

Amendment to S.1352, which was introduced by Sen. Mitch McConnell (R-Ky.), states "whenever any aircraft liable to seizure on the grounds that narcotics are being transported does not land on being ordered to do so...the person in charge of the authorized aircraft may, after a gun has been fired by the authorized aircraft as a warning signal, fire at or into the aircraft which does not land." Early last year, the Drug Policy Board considered allowing U.S. Customs and Coast Guard officials to shoot down general aviation aircraft suspected of smuggling drugs. Following protests from general aviation groups, then Attorney General Edwin Meese said the proposal was no longer being considered (BA, April 4, 1988/107). Late last month, at a press conference to announce an airport neighborhood watch program with the Aircraft Owners and Pilots Association, outgoing Customs Commissioner Willam von Raab, said as far as he knew, shooting down small aircraft "was constitutional, but we have no plans to put the practice into effect" (BA, July 31/33).

Sen. John McCain (R-Ariz.) said while the thrust of the amendment was "laudable, there are too many questions at this point in time before we could support an amendment which really calls for a

(Continued on the following page)

NOW ONLINE WORLDWIDE

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1989 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-02-13	BK-117	Hit power lines operating in marg. wx.	N7025L	TX	Cru	Comm	EMS	3	D
02-22	S-76A	Crash during operation in marginal wx.	N767CA	PA	Cru	Corp	Pass	2	D
03-23	B-222	Lost directional control in hover turn	N5008Q	CO	Hover	Pers	Pass	-	S
03-26	AS-355	Control erratic during landing flare	N84MH	CA	Ldg	EMS	EMS	-	S
03-27	BK-117	Struck unlit tower during EMS operation	N39187	NC	Cru	County	EMS	2	D
03-27	S-76A	Hit rotors of other S-76 during landing	N760P	NY	Ldg	Corp	Pass	-	S
03-27	S-76A	Main rotors hit by landing S-76A	N586C	NY	Pkd	Corp	Pass	-	S
03-28	S-76A	During taxi, S-76 hit parked B-222	N30DJ	NY	Txi	Corp	Pass	-	M
03-28	B-222	While parked, struck by taxiing S-76A	N65WT	NY	Pkd	Corp	Pass	-	M
04-14	AS 355F2	Tail rotor struck site support bar ldg.	N225CC	NV	Ldg	Pers	Ferry	-	S
05-05	B-412	Exploded shortly after lift off	JA9596	China	App	Comm	O.S.	10	D
05-06	B-412	Crash following severe vibration inflt.	N524EH	AK	Cru	Comm	Ferry	-	D
05-07	BO105CBS	Impacted water near oil rig platform	N2785B	GM	Cru	Comm	O.S.	1	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

CAMPANELLA NAMED PRESIDENT, CEO OF JET AVIATION HOLDINGS -- Thomas Hirschmann, president of the Jet Aviation Group of Companies AG, headquartered in Switzerland, last week named Joseph J. Campanella as president and chief executive officer of Jet Aviation Holdings, Inc., the U.S. operation that includes fixed-base operations in Boston, Palm Beach, Morristown and Teterboro, N.J. and Denver. As previously reported (BA, July 31/37), Campanella has most recently been president and chief operating officer of The Singer Co., where he will retain a seat on the board of directors. Campanella is most widely known in the business aviation industry for his direction of worldwide operations of Honeywell Aviation Systems. He also had served as president of Sperry Aerospace Group, which was acquired by Honeywell in late 1986.

NBAA QUESTIONS FAA RULE CONCERNING DWI CONVICTIONS -- National Business Aircraft Association last week questioned the "fundamental fairness" of the Federal Aviation Administration's proposed rule which would permit the agency to suspend or revoke certificates of pilots with "recent history" of driving while intoxicated (BA, May 22/163).

In a letter to FAA, NBAA President Jonathan Howe said while NBAA "strongly supports FAA's efforts to eliminate operations by any airman with a disqualifying drug or alcohol condition," the association is "troubled by FAA's own statement that there is no significant correlation between convictions for driving under the influence of alcohol or drugs and flying fatalities or accidents."

Because of the wide range of disposition of motor vehicle DWI and DUI cases which may not meet the legal definition of "conviction," fuller disclosure by the pilot may be appropriate to assure proper medical evaluation, Howe said, but that information should only "be used as a part of the airman's overall medical evaluation, not an independent basis for taking action against an airman certificate." Howe said NBAA also recognizes that FAA "probably has authority under an 'implied or expressed consent' to require an airman to authorize release of information from the National Driver Register. However, we strenuously object to the use of this information for purposes other than assisting the AME or Federal Air Surgeon in a medical evaluation." National Air Transportation Association wrote to FAA earlier, expressing similar concerns (BA, July 31/35).

33 TURBINE-HELICOPTER ACCIDENTS REPORTED IN FIRST HALF -- There were 33 accidents or incidents involving turbine-powered helicopters in the first six months of 1989 that resulted in 24 fatalities, according to information compiled by Robert E. Breiling Associates. A brief description of the accidents/incidents during the first half of 1989 is shown in charts on the back of Pages 43-44. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation.

DREW STEKETEE NAMED TO HEAD PARTNERSHIP FOR IMPROVED AIR TRAVEL -- Drew Steketee, a veteran public affairs official with a diverse background in the aviation industry, was selected as the full-time executive director of the Partnership for Improved Air Travel. Steketee, who has been director of corporate communications at Beech Aircraft since March of 1987, will head operations of the aviation coalition designed to generate grassroots support for expansion of the national air transportation system.

Herbert Kelleher, chairman of Southwest Airlines and chairman of PIAT, said Steketee's appointment "brings us to the next phase of the partnership's evolution as the unified voice of aviation's grassroots constituency." In the first 18 months of its existence, PIAT has been managed by the public relations firm of Burson-Marsteller. "Our very success means that we have now reached the point where we need a full-time executive director to work with Burson-Marsteller and our member group," Kelleher said.

Before joining Beech, Steketee had been director of communications for the General Aviation Manufacturers Association and prior to that had been with the Airport Operators Council International. He is a licensed pilot. He will assume his new duties in mid-August and his office will be located in the same building as the Air Transport Association, which will provide administrative support. The partnership has a membership of 170,000 frequent flyers, 7,800 community leaders and 43 national supporting organizations, including most of the major general aviation interest groups. Most of the financial support for PIAT has been provided by the major airlines and Boeing.

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1989 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-03	B-206B	Power loss, hit rig during autorotation	N22704	GM	Hover	Comm	O.S.	-	D
01-08	B-206B	Tail rotor shaft failure during hover	N16733	UT	Hover	Comm	Pass	-	S
01-09	B-206L	Crash ldg. following uncontrolled yawing	N27555	GM	Ldg	Comm	O.S.	-	D
01-12	H-500D	Directional control lost during hover	N5074R	AK	Hover	Comm	Pass	-	S
02-02	H-500	Loose external cargo cable struck rotor	N1097G	NH	Hover	Bus	Ext.Ld	-	S
02-23	B-206B	Hard landing following engine surging	N5754J	NJ	Ldg	Bus	Pass	-	S
03-15	B-206B	Rolled over on TO during training flight	N131AT	CA	TO	Comm	Tra	-	S
03-22	B-206B	Turbine failure following liftoff	N5004F	GA	TO	TV	Patrol	-	S
03-30	H-369D	Engine failure during climb, hard ldg.	N5108E	CA	Clb	Comm	Cargo	-	S
04-05	B-206B3	Crash during high elevation takeoff	N16733	UT	TO	Comm	Pass	-	S
04-27	B-206A	Power loss during TO, hard ldg. followed	N273E	NJ	TO	Comm	Pass	-	S
05-12	B-206	Engine failure, autorotated into water	N22316	GA	Cru	Comm	O.S.	-	S
05-17	B-206B3	Control lost maneuv. with external load	N5013C	ID	Hover	Comm	Ext.Ld	-	S
05-17	B-214B	Tail rotor struck tree during logging	N614RM	UT	Hover	Comm	Ext.Ld	-	S
05-20	AS-350	Collided with terrain while hovering	N60038	HI	Hover	Comm	Pass	-	D
05-25	B-206B	Collided with power lines on ferry flt.	N49608	AZ	Cru	Comm	Ferry	1	D
05-30	B-206B3	Forced landing following power loss	N2756Y	ID	Ldg	Comm	Pass	-	S
06-01	B-206L3	Crash climb following EMS pickup, night	N76KM	MT	TO	Comm	EMS	4	D
06-02	B-206L1	Practice autorotation, hard landing	N992PT	LA	Ldg	Bus	Tra	-	S
06-15	AS-350B	Collided with ridge during marg.wx.ops.	N160EH	AK	Cru	Comm	Pass	1	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

BUSINESS/PERSONAL AIRCRAFT INDUSTRY - SECOND QUARTER UNIT SHIPMENTS

		2nd Quarter 89	Cal. Year
AEROSPATIALE GENERAL AVIATION			
● Single-Engine			
TB-9	Tampico	6	10
TB-10	Tobago	6	8
TB-20	Trinidad	31	44
TB-21	Trinidad TC	4	5
TOTAL		47	67
BEECH AIRCRAFT CORP.			
● Single-Engine			
BE-F33A	Bonanza	30	58
BE-A36	Bonanza	12	28
BE-36TC	Bonanza	3	5
● Multi-Engine			
BE-58	Baron	5	11
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	8	13
BE-F90-1	King Air	0	0
BE-200	Super King Air	10	16
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300	Super King Air	7	12
BE-1900C	Commuter	12	20
Beechjet 400		5	7
BE-1300		0	0
TOTAL		92	170
BRITISH AEROSPACE			
● Multi-Engine			
BAe	Jetstream 31	8	13
BAe 146-100		0	0
BAe 146-200		*	5
BAe 146-300		*	2
HS-125 Model A		7	11
HS-125 Model B		8	12
TOTAL		23	43
PILATUS BRITTEN-NORMAN			
● Multi-Engine			
BN-2B	Islander	1	2
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		1	2
CANADAIR			
● Multi-Engine			
CL-601-3A		5	8
TOTAL		5	8
CESSNA AIRCRAFT CO.			
● Single-Engine			
CE-208	Caravan I	5	9
CE-208B	Caravan IB	15	28
● Multi-Engine			
CE-406	Caravan II	2	5
CE-550	Citation II	13	19
CE-S550	Citation S/II	0	1
CE-650	Citation III	3	8
CE-560	Citation V	4	4
TOTAL		42	74
AVION-MARCEL DASSAULT			
● Multi-Engine			
AD-My.10	Falcon	0	3
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	1	4
AD-My.900	Falcon	6	9
TOTAL		7	17
DE HAVILLAND AIRCRAFT OF CANADA			
● Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8	Dash 8	7	21
TOTAL		7	21

		2nd Quarter 89	Cal. Year
EMBRAER			
● Single-Engine			
EMB-201A	Ipanema	3	7
EMB-711ST	Corison II	1	7
EMB-712	Tupi	1	2
EMB-720	Minuano	1	5
● Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	1	12
EMB-121	Xingu	0	0
EMB-810D	Seneca II	7	14
EMB-820		0	0
EMB-821	Carajah	1	3
TOTAL		15	50
FAIRCHILD AIRCRAFT			
● Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		3	7
Expediter		0	0
TOTAL		3	7
GULFSTREAM AEROSPACE			
● Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	11	18
TOTAL		11	18
ISRAEL AIRCRAFT INDUSTRIES			
● Multi-Engine			
1124	Westwind 1	*	0
1124A	Westwind 2	*	0
1125	Astra	*	1
TOTAL		*	1
LAKE AIRCRAFT			
● Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	7	13
TOTAL		7	13
LEARJET CORP.			
● Multi-Engine			
LR-31		2	2
LR-35A		0	1
LR-36A		0	0
LR-55B		0	0
LR-55C		1	2
TOTAL		3	5
MAULE AIR INC.			
● Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		2	3
MX-7-180	Lunar Rocket	0	3
M7-235	Super Rocket	4	6
MX-7-235		2	4
TOTAL		8	17
MOONEY AIRCRAFT CORP.			
● Single-Engine			
M-20J	201 Lean Machine	18	27
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	6	10
M-20L	PFM	2	3
TOTAL		26	40
PIPER AIRCRAFT CORP.			
● Single-Engine			
PA-18-150	Super Cub	13	26
PA-28-161	Warrior	8	12
PA-28-161	Cadet	50	115
PA-28-281	Archer II	12	20

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		2nd Quarter 89	Cal. Year
PA-28-236	Dakota	4	6
PA-28R-201	Arrow IV	9	12
PA-28RT-201T	Turbo Arrow IV	1	2
PA-32-301	Saratoga	3	7
PA-32R-301	Saratoga SP	3	5
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	0	1
PA-46-350P	Mirage	33	44
● Multi-Engine			
PA-34-220T	Seneca III	14	26
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	0	1
PA-42-1000	Cheyenne 400LS	0	2
TOTAL		150	279

	2nd Quarter 89	Cal. Year
SHORT BROTHERS		
● Multi-Engine		
SD-3-30	*	*
SD-3-60	*	*
TOTAL	*	*

	2nd Quarter 89	Cal. Year
SINGLE-ENGINE	295	536
MULTI-ENGINE	152	296
GRAND TOTAL	447	832

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	2nd Quarter			Calendar Year To Date		
	1989	1988	1987	1989	1988	1987
Aerospatiale	47	23	16	67	30	47
Beech	92	78	56	170	180	130
British Aerospace	23	28	34	43	47	49
Britten-Norman	1	3	4	2	5	14
Canadair	5	5	7	8	10	9
Cessna	42	36	51	74	69	101
Dassault	7	12	2	17	23	11
DeHavilland	7	*	15	21	6	20
Embraer	15	25	36	50	35	56
Fairchild	3	5	16	7	8	21
Gulfstream	11	9	12	18	21	17
Israel	*	2	5	1	8	5
Lake	7	9	8	13	18	10
Learjet	3	5	3	5	11	4
Maule Air	8	18	14	17	33	35
Mooney	26	40	40	40	75	73
Piper	150	69	110	279	134	169
Shorts	*	2	2	*	7	3
TOTAL	447	369	431	832	720	774

* Figures not available

BUSINESS AVIATION BRIEFS

NORTH AMERICAN VENTURES, INC. said Friday it has granted a purchase option to Pinnacle Company, a private investment group, "to acquire all of the assets of its Buxton, Inc. subsidiary in exchange for assuming all of Buxton's obligations and liabilities, except for those related to its parent." NAVI, which also owns Butler Aviation, had previously announced the sale of its Butler Service Group subsidiary for $56 million (BA, March 20/90). That sale was never consummated, and NAVI subsequently indicated it was exploring other options to reduce its outstanding debt.

* * *

UNITED KINGDOM'S Department of Trade and Industry has decided to permit an increase in the limitation on foreign-held shares in British Aerospace plc from 15 percent to 29.5 percent (BA, July 31/36). Implementation of the change is subject to approval by existing shareholders who will vote on the matter at a special Aug. 16 general meeting.

* * *

DENNIS J. PICARD became president of Raytheon Company on Aug. 1, succeeding R.G. Shelley, who recently retired. Picard, 56, had been general manager of the company's Missile Systems Division in Bedford, Mass. Raytheon is the parent company of Beech Aircraft.

* * *

AVIATION SECURITY: STRATEGIES FOR THE '90s is being offered by McGraw-Hill, Inc., publisher of The Weekly of BUSINESS AVIATION. The 100-page report was written by aviation security expert Frank G. McGuire who questions the current U.S. anti-terrorist strategy of relying on high-tech, expensive hardware and large numbers of security personnel. The report is priced at $195. To order a copy or to obtain more information, contact: Michele Stuart at 1156 15th St., N.W., Suite 600, Washington, D.C. 20005 or call (202) 822-4669.

* * *

LTV AIRCRAFT PRODUCTS GROUP received a $36 million contract from the Canadair division of Bombardier, Inc. to produce engine nacelles for Canadair's new 50-passenger Regional Jet aircraft.

* * *

PAN AM WORLD SERVICES, a subsidiary of Johnson Controls will assume responsibility for several facility management contracts previously held by FlightSafety Services Corp. Contracts involve operations at three naval bases in the U.S. As part of the agreement, Pan Am World Services will acquire certain assets associated with the contracts.

* * *

SAFETY AND SYSTEMS MANAGEMENT Institute at the University of Southern California will hold several aviation related classes during November and December. Included are: The Role of the Technical Witness in Aviation Litigation, Nov. 1-2; Safety Management for Aviation Maintenance, Nov, 13-17; Human Factors in the Aircraft Cockpit, Nov. 13-17; Gas Turbine Engine Accident Investigation, Nov. 27-Dec. 1; and Aviation Safety Program Management, Dec. 4-15. For information on any class, call (213) 743-6523; FAX: (213) 745-6769.

* * *

JOHNSON HILL PRESS, publisher of FBO magazine has announced the start up of a new aviation publication, Aircraft Technician. Magazine, which will premier in late September, will be targeted exclusively at corporate, commuter, and general aviation technicans. Mike Murrell, publisher of FBO, will also serve as publisher of the new magazine. Greg Napert has been named editor. Kathy Bailey has been named associate publisher.

* * *

FLIGHTSAFETY's King Air 300 simulator, located at the Houston Learning Center, has received FAA Phase II approval.

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	Current Month	Year-To-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 14,924,000.00	$ 464,166,000.00
Transp by air,seats,berths,etc	262,256,000.00	2,073,456,000.00
Use of International travl fac	8,372,000.00	65,866,000.00
Transp of property and cargo	14,097,000.00	117,712,000.00
Gasoline:		
1. Commercial 9 cents tax	218,000.00	1,625,000.00
2. Noncommercial 9 cents tax	1,814,000.00	10,819,000.00
3. Noncommercial 2.9 cents tax	584,000.00	3,522,000.00
Total Tax Receipts	$ 302,265,000.00	$ 2,737,166,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 1,935,590.00	$ 1,935,590.00
Aviation Fuels Commercial	0.00	82,936,280.00
Gas Retailers Tax	1,290.00	3,830.00
Gasoline Manufacturer's Tax	0.00	70.00
Aircraft Use Principal	70.00	440.00
Total Reimbursements for Tax Receipts	$ 1,936,950.00	$ 84,876,210.00
Net Tax Receipts	$ 300,328,050.00	$ 2,652,289,790.00
Interest on Investments	$ 6,513,604.78	$ 496,132,766.97
Accrued Interest Inc. 1/	86,174,180.57	418,643,281.82
NET RECEIPTS	$ 393,015,835.35	$ 3,567,065,838.79
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 510.00
NONEXPENDITURE TRANSFERS		
Dept. of Transportation	$ (194,976,666.00)	$ (1,798,723,332.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(14,358,500.00)
TOTAL NONEXPEND TRANSFERS	$ (194,976,666.00)	$ (1,813,081,832.00)
TOTAL OUTLAYS/TRANSFERS	$ (194,976,666.00)	$ (1,813,082,342.00)
SURPLUS/(DEFICIT)	$ 198,039,169.35	$ 1,753,983,496.79

1/ Income earned but not collected.

(Continued on the back of the following page)

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ASSETS

Undisbursed Balances:		
Avail. for Invest.	$ 27,998.76	
TOTAL UNDISBURSED BALANCE		$ 27,998.76
Receivables:		
Interest Receivable 1/	$ 418,643,281.82	
TOTAL RECEIVABLES		$ 418,643,281.82
Investments:		
U S Treasury Certificates of Indebtedness		
8-3/4% matures 06/30/89	$ 1,457,708,000.00	
8-5/8% matures 06/30/89	9,278,378,000.00	
8-7/8% matures 06/30/89	601,367,000.00	
9% matures 06/30/89	827,261,000.00	
9-1/8% matures 06/30/89	302,265,000.00	
NET INVESTMENTS		$ 12,466,979,000.00
TOTAL ASSETS		$ 12,885,650,280.58

LIABILITIES & EQUITY

LIABILITIES

EQUITY

Trust Fund Equity 2/	$ 12,885,650,280.58	
TOTAL EQUITY		$ 12,885,650,280.58
TOTAL LIABILITY & EQUITY		$ 12,885,650,280.58

1/ Income earned but not collected.
2/ Does not include transfer account balances

	Current Month	Year-To-Date
UNDISBURSED BALANCES:		
Operations	$ (4,286,975.00)	$ (1,400.59)
Grants-in-Aid	(13,620,620.20)	(22,946,930.28)
Facilities & Equipment	3,700,395.56	43,668,472.03
Research Engineering Develpmnt	182,633.47	696,127.63
TOTAL UNDISBURSED BALANCE	$ (14,024,566.17)	$ 21,416,268.79
EXPENSES:		
Operations	$ 43,563,641.00	$ 320,350,182.00
Grants-In-Aid	85,020,620.20	713,787,159.60
Facilities and Equipment	70,599,604.44	641,603,901.78
Research Engineering Develpmnt	9,817,366.53	90,071,538.44
NOAA Aviation Weather Services	0.00	14,358,500.00
TOTAL EXPENSES	$ 209,001,232.17	$ 1,780,171,281.82
NONEXPENDITURE TRANSFERS:		
Dept. of Transportation	$ (194,976,666.00)	$ (1,798,723,332.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(14,358,500.00)
TOTAL NONEXPEND TRANSFERS	$ (194,976,866.00)	$ (1,813,081,832.00)

Treasury Department Chart

C5800 -30

THE WEEKLY OF
BUSINESS AVIATION™
AUG 21, 1989
Vol. 49 No. 8

INTELLIGENCE

LEARJET CORP., which has retained Drexel Burnham Lambert to evaluate inquiries regarding the sale of the company, is "stronger today than it has been for a number of years," according to Bev Lancaster, chairman and chief executive officer. Lancaster said "in addition to showing a profit last year, we expect further improvements. We are sold out of aircraft for the balance of this year and are now taking orders for 1990. The company presently enjoys a backlog of over $230 million." Learjet delivered only five aircraft during the first half of 1989. (See related story on Page 58).

GENERAL AVIATION, essential air service, and commuter/air taxi operations "receive significant federal subsidies," according to Moving America, a Transportation Department report which provides an overview of the nation's transportation system. Report, which is the first step in the development of DOT Secretary Samuel Skinner's national policy, also said general aviation "is unlikely to register any significant gains" in the foreseeable future.

EXPANSION of the nation's aviation capacity must be a high priority on the American agenda, said Jan Collmer, chairman of the Greater Dallas Chamber of Commerce and a member of the Partnership for Improved Air Travel. Speaking at the Transportation Department's National Transportation Policy hearing in Fort Worth last week, Collmer said "due to the lack of capacity, we are sacrificing efficiency in order to maintain a high level of safety."

U.S. COURT OF APPEALS UPHOLDS DOT MASSPORT DECISION

First Circuit Court of Appeals in Boston last week in an unanimous decision upheld the Transportation Department's assertion that the PACE Program for Boston Logan Airport established by the Massachusetts Port Authority is "unreasonable and contrary to federal statute." District court's rulings were reversed to the extent they conflicted with DOT.

Program for Airport Capacity Efficiency was first put into effect by Massport in July of last year when U.S. District Court Judge David Mazzone ruled in favor of Massport, but was put on hold this past December when DOT concluded the landing fee program violated the prohibition against local governments controlling carrier rates, routes or services (BA, Dec. 26/201). Plan included a fee of $91 per landing with a weight-based landing fee of 50 cents per 1,000 pounds for each general aviation landing operation.

Thomas Champion, assistant to the executive director at Massport, said "we're not going to rule out any action, including an appeal to the Supreme Court. We need to take time to analyze the decision and look at available options." Champion said Massport is "enthusiastic about working with the new administration at DOT, which seems to be more dynamic and willing to work with us. We hope that working directly with DOT we can cope with the congestion, because it is not going to go away."

Appeals court agreed with DOT that the methodology used by Massport for cost allocation "was not scientifically derived" and said "this is definitely an area of expertise primarily reserved to the Secretary's discretion and not to be second guessed by appellate courts."

Massport's proposed fees "appear to be an attempt to modify conduct (e.g. control air traffic) rather than recover operational costs," the appeals court said and is therefore in violation of the

(Continued on the following page)

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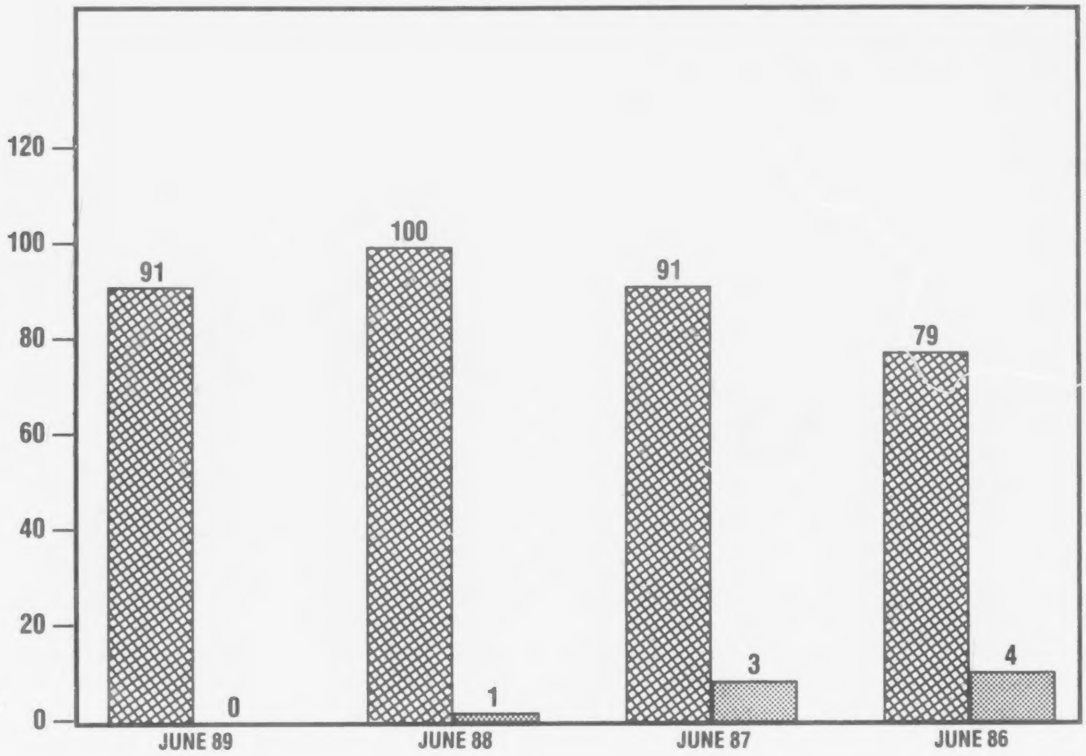
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JUNE

▨ **MEDIUM**

- Turbo Commander (All Models)
- Beech 90 King Air (All Models)
- Beech 100 King Air (All Models)
- Beech 200 King Air (All Models)
- Beech 300 King Air (All Models)
- Cessna 400 SRS Conversions
- Cessna 425/441/406/435
- Mitsubishi MU2 (All Models)
- PA31T/PA42 Cheyenne (All Models)
- Swearingen Merlin/Metro (All Models)

▨ **HEAVY**

- G159 Gulfstream 1
- All Airliner Type Turboprops
- Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JULY 89

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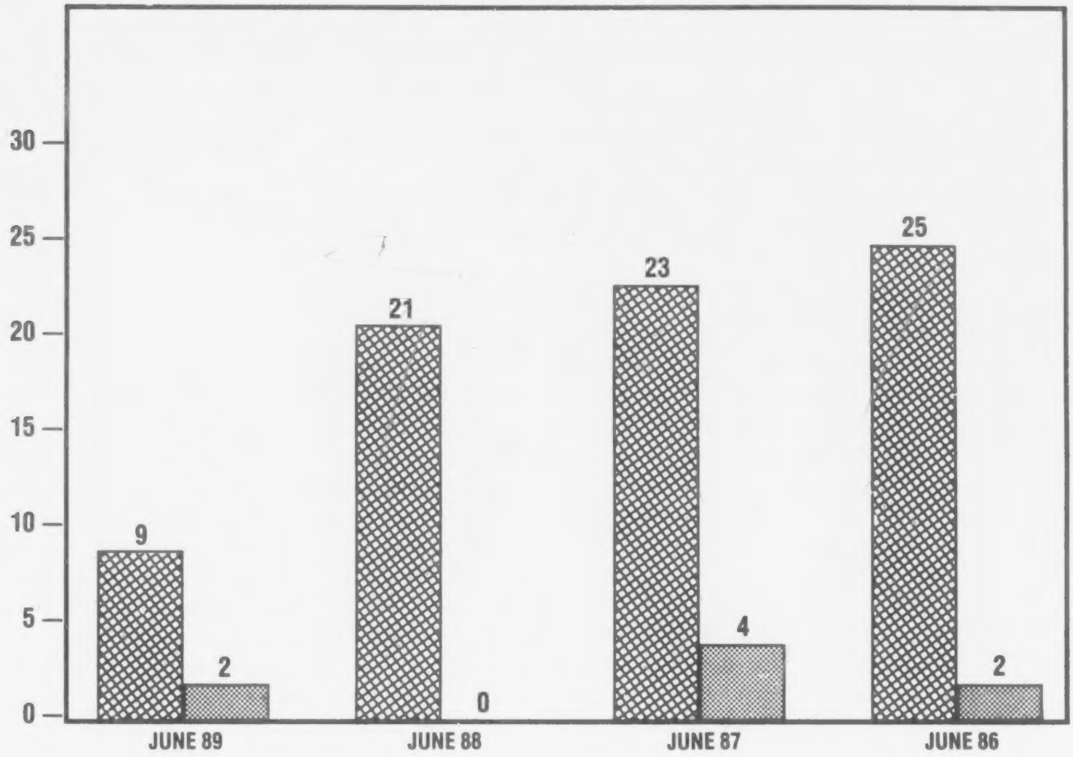
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF JUNE

▩ **MEDIUM**	▨ **HEAVY**
Turbo Commander (All Models) Beech 90 King Air (All Models) Beech 100 King Air (All Models) Beech 200 King Air (All Models) Beech 300 King Air (All Models) Cessna 400 SRS Conversions Cessna 425/441/406/435 Mitsubishi MU2 (All Models) PA31T/PA42 Cheyenne (All Models) Swearingen Merlin/Metro (All Models)	G159 Gulfstream 1 All Airliner Type Turboprops Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JULY 89

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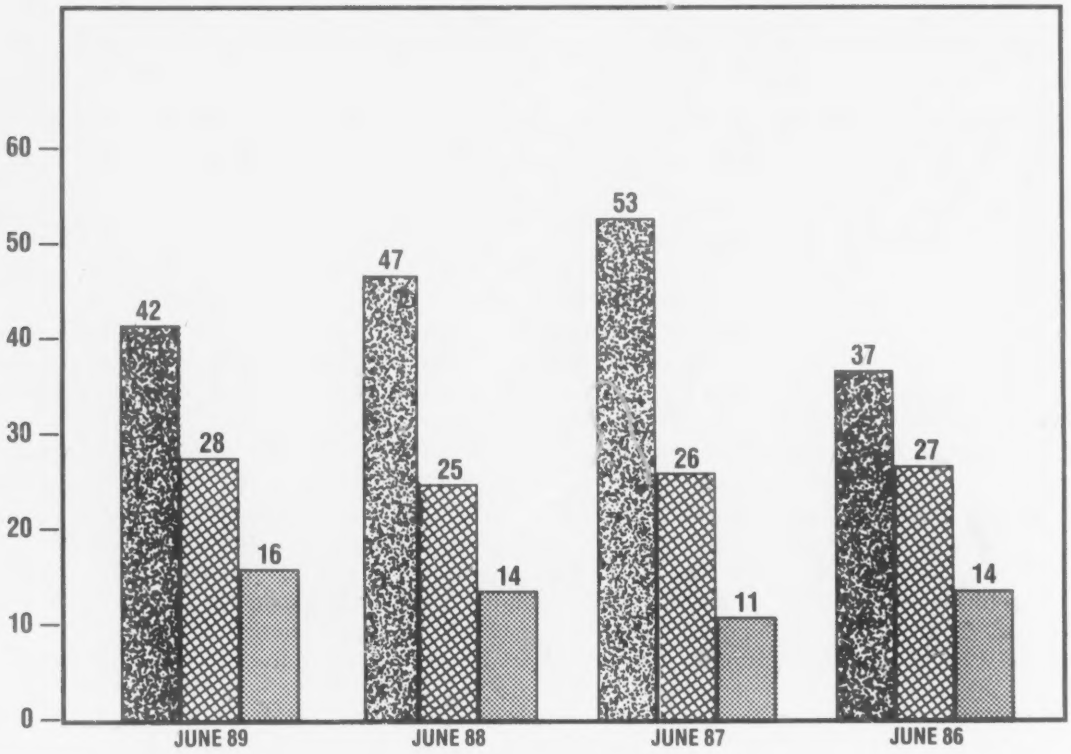
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JUNE

▨ **LIGHT**

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▨ **MEDIUM**

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▨ **HEAVY**

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JULY 89

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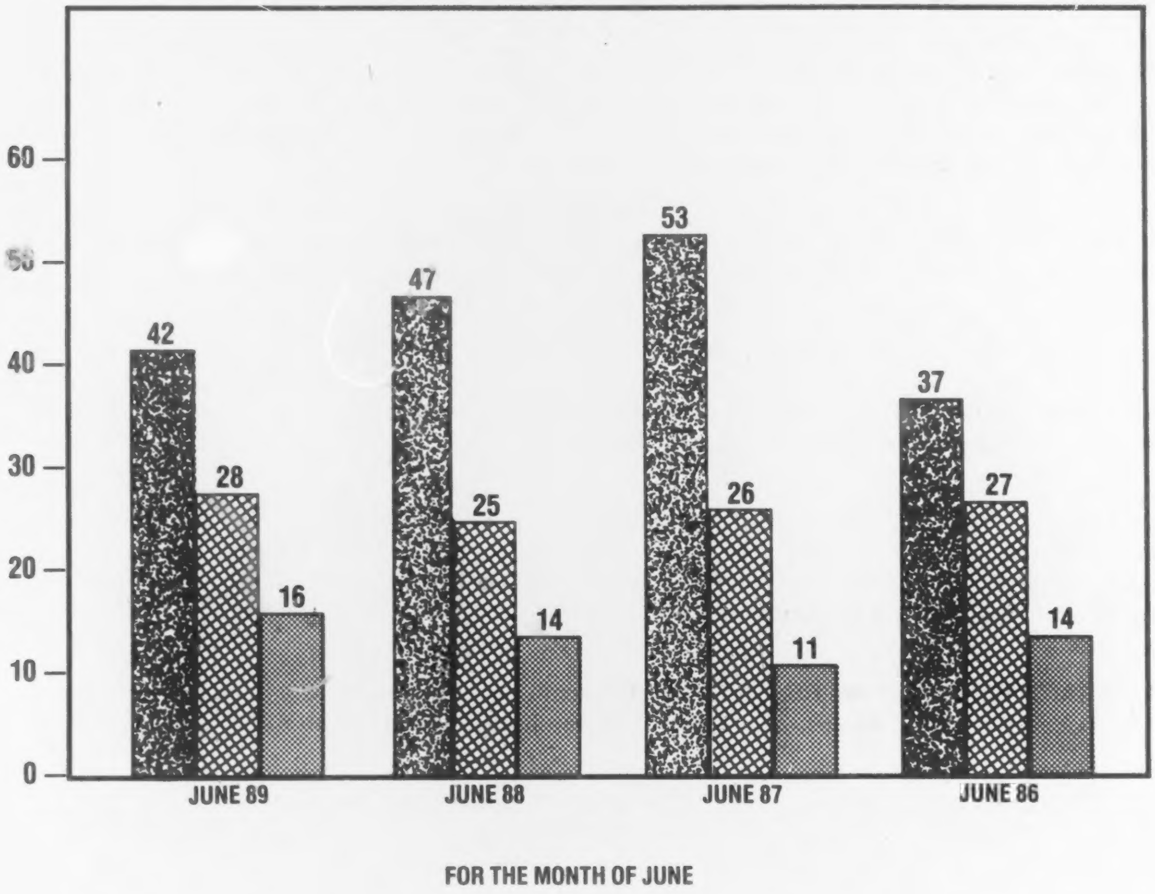
USED RETAIL JET DELIVERIES - NORTH AMERICA



▨ LIGHT	▩ MEDIUM	▦ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

JULY 89

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THE WEEKLY OF BUSINESS AVIATION™

Vol. 49 No. 11

INTELLIGENCE

FOUR GULFSTREAM AEROSPACE executives, including Chairman Allen Paulson, will visit the Soviet Union this week for two days of meetings regarding collaboration between the Sukhoi Design Bureau and Gulfstream on joint development of a supersonic business jet (BA, Aug. 7/41). Immediately following those discussions, the Gulfstream team and a group of six to eight Soviet officials will return to Gulfstream's facilities in Savannah, Ga. for additional meetings.

GULFSTREAM is also pursuing new domestic business opportunities and had a team in Wichita, Kan. last week to review operations at Learjet Corp., which Gulfstream is interested in acquiring (BA, Aug. 21/58). Addition of Learjet would not only broaden Gulfstream's business jet product line, but would give Gulfstream a chance to participate in the Air Force's Tanker Transport Training System (TTTS) program if Learjet can win that contract.

FIVE MONTHS after the fatal crash of a Beech King Air 200 in Pensacola, Fla., National Transportation Safety Board investigators say they are still waiting for a report from the Federal Bureau of Investigation (BA, May 1/137). Foul play is suspected in the April 10 crash, which involved an inflight cabin fire shortly after takeoff, but the FBI still has not issued a report on whether accelerants were used to start the fire or hasten its spread. Until the FBI responds, NTSB officials say "we've done all we can" to determine the cause.

SEN. WENDELL FORD (D-Ky.) is expected to reintroduce his FAA independence bill this week. Ford, who sponsored similar legislation a year ago that was identified as S.1600, had delayed reintroducing the measure until he could obtain the same S.1600 designation. The bill would separate FAA from DOT and establish an Aviation Trust Fund account, the expenditures from which would not be limited by provisions of the Gramm-Rudman-Hollings budget ceiling law.

MASSPORT UNLIKELY TO APPEAL PACE PLAN DECISION TO SUPREME COURT

Massachusetts Port Authority does not plan to appeal the First Circuit Court of Appeals' decision upholding the Department of Transportation's ruling against the PACE Program at Boston Logan Airport. The Court of Appeals ruled in favor of DOT and aviation associations in mid-August after DOT concluded that the Program for Airport Capacity Efficiency was "unreasonable and contrary to federal statute." The decision overturned a District Court ruling in favor of PACE, because it conflicted with DOT (BA, Aug. 21/57).

"We have not completely ruled out an appeal, but it seems highly unlikely," said Thomas Champion, assistant to the executive director at Massport. Massport, however, continues to maintain that its decision to help solve Logan's congestion problems by imposing higher fees for small aircraft operators was justified. "We believe what we did was not only valid and correct, but the results amply justify the efforts we took," Champion said. Cost of appealing the two-year-old case is not a factor in a decision about an appeal, he said, because Massport revenue comes from airport fees and not from tax dollars.

Champion said he thinks Massport can work more directly with DOT to help solve congestion

(Continued on the following page)

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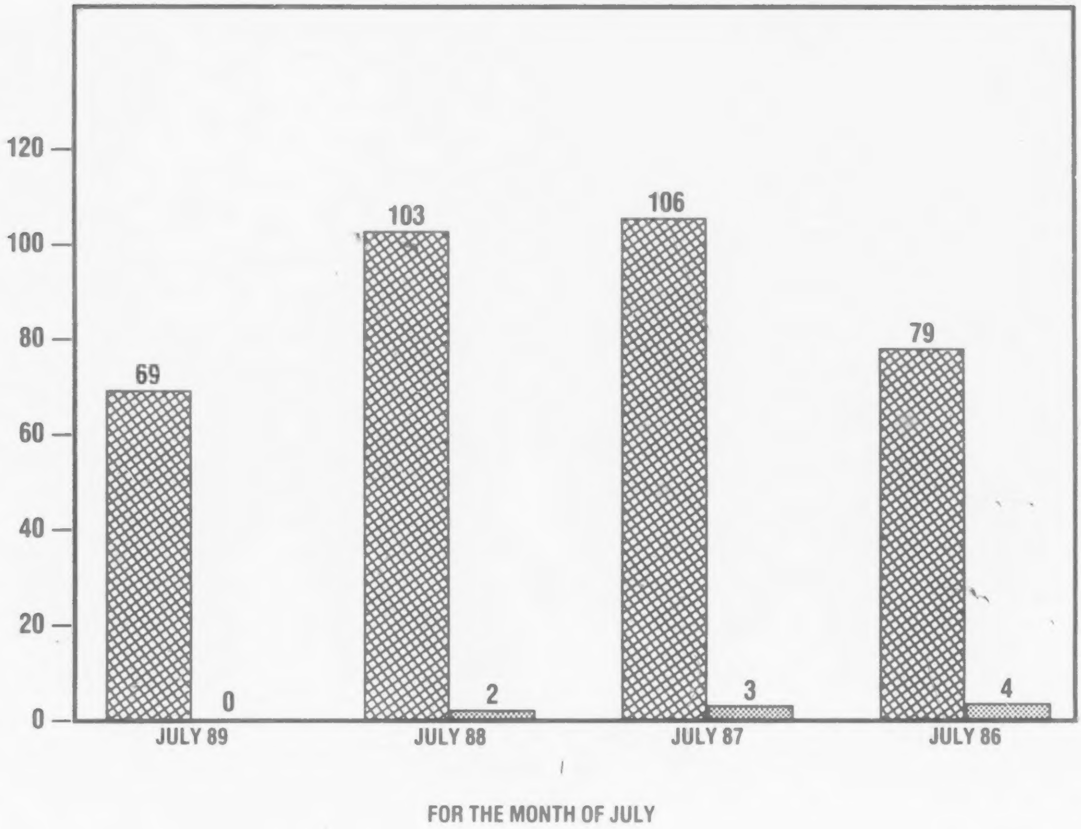
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



▨ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▨ HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST 89

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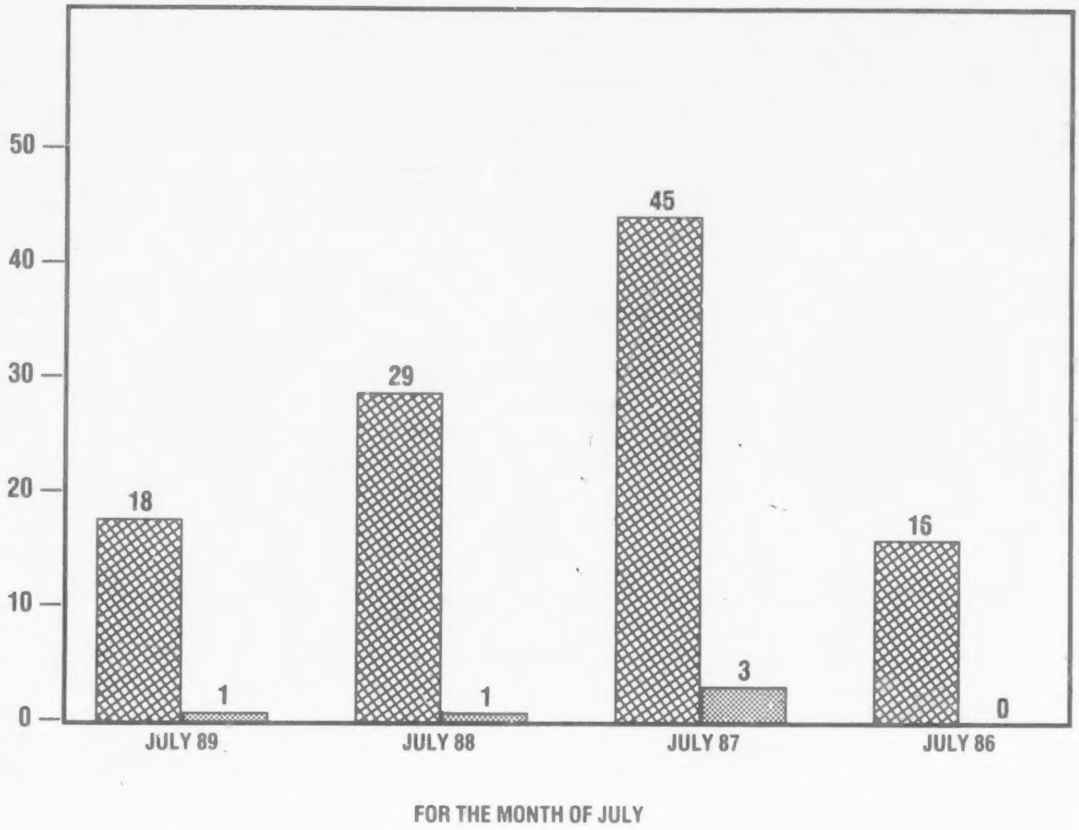
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▨ MEDIUM

- Turbo Commander (All Models)
- Beech 90 King Air (All Models)
- Beech 100 King Air (All Models)
- Beech 200 King Air (All Models)
- Beech 300 King Air (All Models)
- Cessna 400 SRS Conversions
- Cessna 425/441/406/435
- Mitsubishi MU2 (All Models)
- PA31T/PA42 Cheyenne (All Models)
- Swearingen Merlin/Metro (All Models)

▨ HEAVY

- G159 Gulfstream 1
- All Airliner Type Turboprops
- Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST 89

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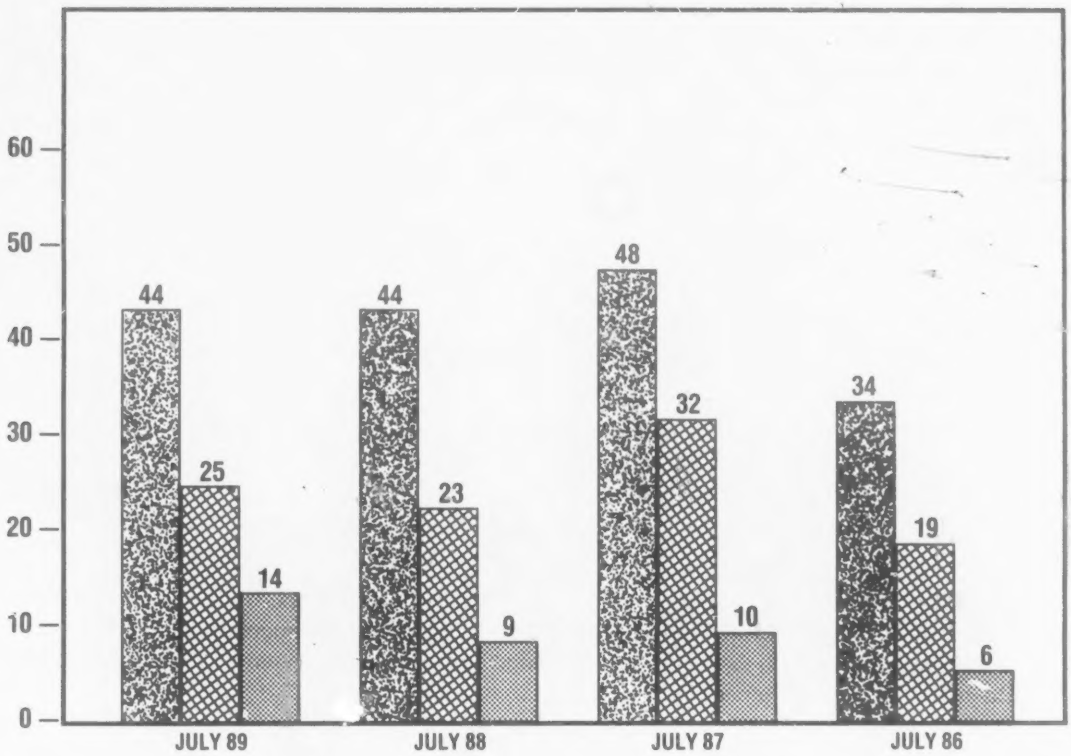
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JULY

▨ LIGHT	▦ MEDIUM	▒ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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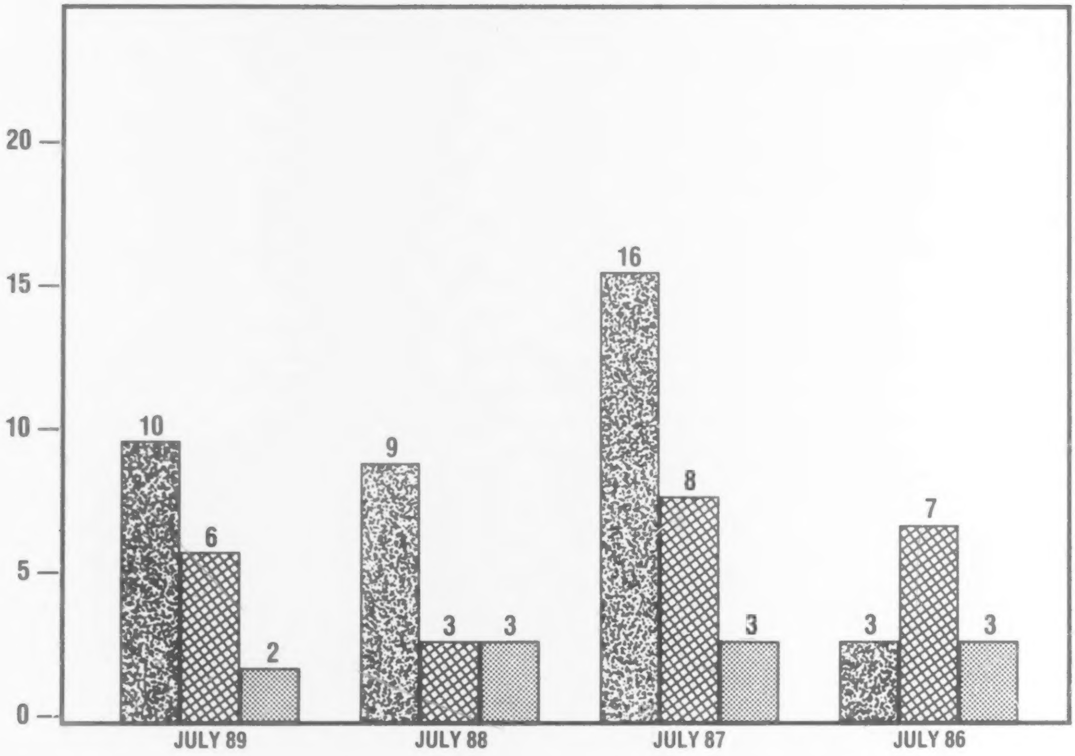
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF JULY

▨ **LIGHT**

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▩ **MEDIUM**

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▒ **HEAVY**

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST 89

THE WEEKLY OF
BUSINESS AVIATION™
OCT 2, 1989

Vol. 49 No. 14

INTELLIGENCE

TRANSPORTATION SECRETARY Samuel Skinner was sharply criticized last week by the Aircraft Owners and Pilots Association for his support of legislation that sought to divert nearly $1 billion from the Aviation Trust Fund (see related article on Page 106). AOPA President John Baker said he was "flabbergasted" by Skinner's support for this "ludicrous proposal."

TEXTRON LYCOMING, which has been studying the feasibility of a compression combustion engine capable of burning jet fuel, believes the heavier weight of such a powerplant would be offset by its better fuel specifics. The new engine, which is seen as a replacement for existing piston engines, has been under study for a number of years. Textron Lycoming expects to make a decision within the next year on whether to move the program beyond the research and development stage.

FAA ADMINISTRATOR James Busey has named recently retired Navy Capt. John A. Burt as his special assistant for procurement. Busey has told FAA officials he expects to have three other top officials—a new deputy administrator and the associate administrators for policy, planning and international affairs, and airports—selected by mid-October.

NEW AIRCRAFT ANNOUNCEMENTS will be plentiful at the National Business Aircraft Association convention this week in Atlanta. In addition to the introduction of the British Aerospace 1000 (BA, Sept. 4/73), the Falcon X model from Dassault (BA, June 12/186) and the new cargo aircraft from Swiss manufacturer Pilatus (BA, June 19/193), Beech will announce the King Air 350, Israel Aircraft Industries will unveil the Astra SP and Cessna will provide details on its new Citation IV.

EJA BREAKS INTO EAST COAST 'BIG IRON' MARKET WITH UAF PURCHASE

EJA Holdings, Inc. and its parent company, RTS Capital Services, Inc. announced the acquisition of United Air Fleet, a major East Coast aircraft management and maintenance firm. EJA Holdings, whose subsidiaries include Executive Jet Aviation of Columbus, Ohio and Executive Jet Management, Inc. of Cincinnati, Ohio, will have a major presence in the East Coast charter and management market as a result of the UAF acquisition. The purchase also moves the company into the large aircraft management business. Richard T. Santulli, chief executive of EJH, said "the synergy of combining EJH and UAF firmly establishes us as the dominant corporate aircraft operator and management company in the United States."

UAF, through its three subsidiaries, manages a fleet of 26 aircraft including Gulfstreams, Challengers, Falcons, HS/BAe 125s, Learjets and Citations. James W. Jacobs formed Turbine Air Management about six years ago in Connecticut and acquired AFM Corp. of Westfield, Mass. and World Jet Corp. on Long Island approximately three years ago. UAF operates aircraft management and maintenance bases at Westfield; Bradley International Airport in Windsor Locks, Conn.; MacArthur Airport in Ronkonkoma, N.Y. and at Teterboro, N.J. EJA Holdings said Jacobs will remain with the company, overseeing customer relations and business development. Day-to-day operations of the new acquisition will be overseen by Phil Botana, executive vice president-operations of EJA, who also will continue his current responsibilities for operations in Ohio.

(Continued on the following page)

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1989 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-06	DA-20F	Slid off runway landing during training	N1892S	TX	Ldg	Corp	Tra	-	M
01-09	L-55	Departed rwy. during high speed turnoff	D-CLIP	Germany	Ldg	Pvt	Pass	-	S
01-12	CE-501	Landed long following ILS, overshot rwy.	N32MJ	TN	Ldg	Bus	Ferry	-	M
01-13	L-35	Swerve off rwy. landing, training flt.	N352Z	IN	Ldg	Comm	Tra	-	M
01-20	DA-900	Aircraft departed runway side landing	N901B	IN	Ldg	Corp	Pass	-	S
01-31	L-23	Aircraft landed with ldg.gear retracted	FGDAV	Portugal	Ldg	Pvt	Ferry	-	D
02-15	DA-200C	Overshot runway during landing	N232RA	NY	Ldg	Comm	Cargo	-	D
02-24	L-35A	Hit standing water on TO, control lost	PTLGS	Brazil	TO	Comm	Pass	-	S
02-27	CE-550	Landed long, delayed abort, overshoot	N29X	NY	Ldg	Corp	Ferry	-	D
03-23	L-25	Overshot ldg. gear sheared,lded. gear up	N29FN	VA	Ldg	Comm	Ferry	-	S
05-22	HS-125	Nose gr. collapse during ldg. turn off	N125HS	OK	Ldg	Corp	Pass	-	M
05-24	L-31	Hit disabled acft.during takeoff	N31CG	MI	TO	Corp	Pass	-	M
06-29	DA-20	Failed to climb on TO, hit trees,tower	N125CA	GA	TO	Comm	Cargo	-	D
07-18	L-35	Overshot runway, landing in heavy rain	N701AS	IA	Ldg	Comm	Ferry	-	M
07-19	HS-125	All main tires failed during landing	N72K	AR	Ldg	Corp	Ferry	-	M
08-13	DH-125	Control lost during landing roll	N66HA	TX	Ldg	Pvt	Pass	-	S
09-13	1124	TO abort, overshoot following bird inj.	N810MT	IN	TO	Corp	Pass	-	M

Source: Robert E. Breiling Associates, Inc

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1989 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-02-13	BK-117	Hit power lines operating in marg. wx.	N7025L	TX	Cru	Comm	EMS	3	D
02-22	S-76A	Crash during operation in marginal wx.	N767CA	PA	Cru	Corp	Pass	2	D
03-23	B-222	Lost directional control in hover turn	N5008Q	CO	Hover	Pers	Pass	-	S
03-26	AS-355	Control erratic during landing flare	N84MH	CA	Ldg	EMS	EMS	-	S
03-27	BK-117	Struck unlit tower during EMS operation	N39187	NC	Cru	County	EMS	2	D
03-27	S-76A	Hit rotors of other S-76 during landing	N760P	NY	Ldg	Corp	Pass	-	S
03-27	S-76A	Main rotors hit by landing S-76A	N586C	NY	Pkd	Corp	Pass	-	S
03-28	S-76A	During taxi, S-76 hit parked B-222	N30DJ	NY	Txi	Corp	Pass	-	M
03-28	B-222	While parked, struck by taxiing S-76A	N65WT	NY	Pkd	Corp	Pass	-	M
04-14	AS 355F2	Tail rotor struck site support bar ldg.	N225CC	NV	Ldg	Pers	Ferry	-	S
05-05	B-412	Exploded shortly after lift off	JA9596	China	App	Comm	O.S.	10	D
05-06	B-412	Crash following severe vibration inflt.	N524EH	AK	Cru	Comm	Ferry	-	D
05-07	BO105CBS	Impacted water near oil rig platform	N2785B	GM	Cru	Comm	O.S.	1	D
07-08	S-58T	Collided with terr., fire surpression	N6306	CA	Hvr	Comm	Ext.Ld	-	S

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1989 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-02	MU-2	Crash executing an ILS in IMC	N500B	SC	Ldg	Pvt	Pass	4	D
01-06	PA-31T	Lost control TO in IMC and snow showers	N82290	CO	TO	Bus	Pass	-	S
01-07	BE-90	Collided with trees maneuvering to land	N784Q	KY	App	Pvt	Pass	-	S
01-12	BE-200	During wx.diversion acft.hit high ground	YU597CP	Venez	Clb	Comm	Ferry	2	D
01-16	BE-90A	Main gear retracted touch & go ldg. Tra.	N623AW	AL	Ldg	Comm	Tra.	-	S
01-20	MU-2	Landed gear up following ILS in IMC	N142BK	UT	Ldg	Comm	Pass	-	M
01-30	BE-90E	Struck deer TO. Lded.gear up due damage	N87CH	WY	TO	Comm	Med.Ev.	-	M
02-11	BE-90	Cabin door separated during climb	N195KQ	IA	Clb	Bus	Pass	-	M
02-15	BE-200	Control loss due frozen sys., emerg.ldg.	N1230	VT	Clb	Comm	Pass	-	M
02-17	MU-2B	Hit rwy.lights landing on slippery rwy.	N54US	WA	Ldg	Comm	Cargo	-	S
02-24	SA-226T	Crash during IMC approach	non US	Finland	App	Comm	Pass	6	D
02-28	MU-2	Collided with water during contract ops.	N701DM	CA	Desc	Comm	Othr	1	D
02-28	BE-90	Taxi into ditch along runway side	N946	FL	Txi	Bus	Pass	-	M
03-06	BE-100	Gear up landing during training flight	N75ZZ	MI	Ldg	Comm	Tra	-	M
03-20	690A	Engine failure/shutdown during climb	N690MF	MN	Clb	Comm	Crgo	-	N
03-31	MU-2	Collided with BE-1900 during taxi	N638MA	NY	Txi	Comm	Crgo	-	S
04-10	BE-200	Fire/crash after TO. Sabotage suspected	N30PC	FL	Clb	Corp	Pass	3	D
05-10	BE-200	Flew into mountain during IFR ferry flt.	N39YV	NM	Cru	Comm	Ferry	1	D
05-12	SA-226T	Unable to lower rt.gr. Lded. with one up	N104TA	TX	Ldg	Comm	Ferry	-	M
06-07	MU-2M	Landed with gear partially extended	N60AJ	WI	Ldg	Comm	Ferry	-	S
06-08	MU-2J	Landed with rt. gear partially retracted	N155BA	OK	Ldg	Comm	Ferry	-	M
06-28	BE-2000	Nose gear collapsed, touch and go ldg.	N3042S	KS	Ldg	Mfg	Test	-	M
07-26	BE-90	Gear not extended for landing	N195DP	AR	Ldg	Comm	EMS	-	S
08-03	BE-300	Engine cowling separated during flight	N81	MI	Cru	FAA	Pass	-	M
08-21	BE-90	Crash during approach, IMC, fog	N25ST	OR	App	Comm	EMS	3	D

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BUSINESS AVIATION BRIEFS

NATIONAL AIR TRANSPORTATION ASSOCIATION has sent a mailing to all members of Congress noting that FAA statistics demonstrate that "general aviation aircraft conducted 99.99901 percent of their flights without fatalities." NATA developed the figures, which are based on 1986 FAA statistics, because of concern on Capital Hill following the deaths of two members of Congress—Reps. Mickey Leland (D-Tex.) and Larkin Smith (R-Miss.)—in general aviation aircraft accidents. There have been unconfirmed reports that Congressional officials were considering some formal action to dissuade members of Congress from using general aviation aircraft.

* * *

TRANSPORTATION DEPARTMENT said last week it is issuing a $966,000 grant to the Puerto Rico Ports Authority to repair and replace airport facilities damaged by Hurrican Hugo. The FAA funds will be used to install and/or repair airport lighting systems and security fencing at airports in Culebra, Vieques and San Juan.

* * *

ACCIDENTS AND INCIDENTS involving business jets, turboprops and helicopters that occurred during the first nine months of 1989, along with a brief summary of the circumstances surrounding each mishap, is shown in charts on the back of Pages 106-108. The charts, which appear quarterly in The Weekly of BUSINESS AVIATION, are compiled by Robert E. Breiling Associates. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation, including accident analyses of individual models of aircraft. Breiling Associates will be represented at this week's NBAA convention in Atlanta at Booth 3912.

* * *

A GRAND CANYON AIRLINES de Havilland Twin Otter crashed during landing Wednesday at the Grand Canyon, Ariz. Airport, killing 10 of 21 people aboard, including the pilot and co-pilot. The aircraft was attempting to land, but became airborne again after the initial touchdown. It veered to the right and then to the left before hitting pine trees, flipping over and crashing about 300 yards east of Runway 3/21. Grand Canyon is an air taxi specializing in aerial canyon tours.

* * *

CHALLENGES AND CHOICES IN CORPORATE AVIATION SAFETY is the theme of Flight Safety Foundation's annual Corporate Aviation Safety Seminar scheduled for April 18-20 in Montreal, Quebec. The three-day meeting, which will be held at The Four Seasons Hotel, will feature discussions on: managing the CEO; drug testing; the pros and cons of advanced cockpit technology, and, accident analyses. For more information, contact Flight Safety Foundation at (703) 522-8300.

* * *

ROLLS-ROYCE, INC. has relocated its commercial marketing department to Reston, Va., a Washington, D.C. suburb. Company said the Washington area had become "increasingly important" to its ties with aerospace and airline customers. New address is 11911 Freedom Drive, Suite 550, Reston, Va. 22090.

* * *

NATIONAL AIRCRAFT FINANCE ASSOCIATION will hold its 18th annual meeting Nov. 8-10 at the St. Francis Hotel in San Francisco, Calif. For more information, call (202) 554-5570.

* * *

COMMUNICATIONS SATELLITE CORPORATION (COMSAT) signed a long-term agreement with Aeronautical Radio, Inc. (AIRINC) for the use of COMSAT's aeronautical satellite capacity. COMSAT will provide low gain cockpit data services in the Atlantic and Pacific regions, beginning in late 1989. Comprehensive data and voice services in the Atlantic and Pacific regions will begin Jan. 1, 1991, and will begin Jan. 1, 1993, in the Indian Ocean. ARINC has withdrawn all of its legal charges in the federal courts and at the FCC relating to COMSAT's authority to provide INMARSAT aeronautical services.

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THE WEEKLY OF
BUSINESS AVIATION™
OCT [illegible] 1989

FRIDAY was the deadline for competitors in the U.S. Air Force Tanker-Transport Training System (TTTS) program to submit technical proposals for the 211-aircraft procurement. Companies known to be submitting proposals include: FlightSafety International, Learjet Corp. and Allied-Signal offering the Model 31 Learjet; McDonnell Douglas and Beech Aircraft with the Beechjet; and, General Dynamics, its subsidiary Cessna Aircraft and the Link Division of CAE with a derivative of the T-47A used by the U.S. Navy (BA, Sept. 4/73). Cost proposals are due Oct. 23.

THE DECADE of the 1990s "will see accelerated consolidations and vertical integration as the new professional managers of corporate aviation service businesses try to meet the market demands for economies of scale, combined with exemplary service," according to James Christiansen, president of Jet Aviation Business Jets, Inc. Participating in a forum sponsored by Flying magazine at this month's NBAA convention, Christiansen predicted that "by the late 1990s, there will be only three or four large corporate aviation service companies dominating the industry, providing worldwide networks."

AIRCRAFT OWNERS AND PILOTS ASSOCIATION hopes to announce that it has enrolled its 300,000th member at this week's 50th anniversary AOPA Convention in Orlando, Fla. Based on an estimated total of about 700,000 active pilots, AOPA members make up over 40 percent of all U.S. pilots.

ACQUISITION OF JIMSAIR WOULD BE MAJOR EXPANSION FOR FLIGHTCRAFT

An agreement for the acquisition of the Jimsair chain of fixed-base operations by Flightcraft, Inc. could be signed this month, a deal that if consummated would nearly double the number of Flightcraft FBO locations and give it a string of bases stretching the entire length of the West Coast. The Jimsair FBO chain, with bases in San Diego, Palm Springs, Phoenix and Reno, is owned by the Bracamonte family and is based in San Diego. President Phil Bracamonte told BA Friday that "we're still in the negotiating process" with Flightcraft, but added that announcement of an agreement could occur as early as the end of this week. Jimsair also formerly owned a small FBO in Lake Tahoe, Nev., but Bracamonte said that facility was sold to another firm early this month. He said the remaining Jimsair locations were put on the market just last month.

Ernie Sturm, president of the Flightcraft chain, refused to discuss the status of negotiations for Jimsair or even confirm they were taking place, although he did indicate an announcement might be made within a week or two. Flightcraft is a subsidiary of Pape Brothers, Inc., which is a major distributor for Caterpillar products in the Northwest. Flightcraft, which began with one FBO in Portland, Ore., has grown steadily in recent years, adding facilities in Seattle and Spokane, Wash., Eugene, Ore. and most recently, the former Beech West facility at the Hayward, Calif. Air Terminal Airport (BA, April 3/105).

ISRAEL AIRCRAFT INTRODUCES ASTRA SP, BOOSTING PRODUCTION

Israel Aircraft Industries introduced the Astra SP business jet at this month's National Business Aircraft Association convention in Atlanta and officials said the company plans a significant increase in production during the next year. The first SP version of the Astra will be S/N 42, which is scheduled

(Continued on the following page)

NOW ONLINE WORLDWIDE

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BUSINESS AVIATION BRIEFS

NATIONAL BUSINESS AIRCRAFT ASSOCIATION said it registered 15,046 people for its convention this month in New Orleans, down about six percent from the 15,973 who attended the 1988 convention in Dallas. Number of exhibitors and exhibit spaces rented were up, however, with 545 companies occupying 2,028 spaces. That compares with 517 companies who rented 1,828 spaces at the 1988 show. The 1990 NBAA convention will be held Oct. 3-5 in New Orleans, the first time in recent years the convention will run Wednesday through Friday, instead of Tuesday through Thursday.

* * *

PIPER AIRCRAFT said Austrian Airlines signed a letter of intent to purchase two Piper Cheyenne IIIAs, which will be used for advanced training of its future line pilots. Deliveries are scheduled for November 1990 and January 1991 at the carrier's Graz training facility.

* * *

KC AVIATION is now stocking the A-100 line of Fairchild Weston cockpit voice recorders for installation in customer aircraft or for re-sale in kit form. The units are being stocked at KC's facilities in Appleton, Wis. and Dallas, Tex.

* * *

ASTRA JET CORP. is expanding its product support offices in Wilmington, Del. The company said new offices are being added at the Quigley Boulevard site for its quality control and publication groups while its main offices at the Wilmington Airport will incorporate special facilities for customers, deliveries and visits.

* * *

REQUESTS FOR EXEMPTIONS from various sections of the Federal Aviation Regulations, along with FAA's disposition of some of those requests, are shown on back of Pages 122-124).

* * *

ASSOCIATED AIR CENTER, Dallas, Tex., said it has completed an executive interior installation in the President of Mexico's Boeing 757 aircraft. Associated said it is the first 757 modified to include a bedroom, office, lounge and executive lavatory.

* * *

JOHN HOWARTH, Boeing-de Havilland's North American sales director, was recently promoted to director-technical services. He replaces Charlie Wickes, who has retired. Howarth has been in the industry for 28 years, with experience in customer service, aeronautical/performance engineering and sales and marketing.

* * *

AIRPORT AND AIRWAY TRUST FUND had a balance of over $13 billion at the end of July, according to the most recent report from the Treasury Department (see chart on back of Pages 125-127).

* * *

AMR-AVANTI SALES, N.A., the North American sales and service representative for Piaggo Avanti pusher prop aircraft, has named six new regional sales managers. They include: Karl Day, Reston, Va., who will cover the Northeast; Finn Hedlund, who will be based in Tucson, Ariz. and cover the Western U.S.; Von Rodman, Southern regional sales manager who will be based in Dallas; Mark A. Sjostrom, Central region manager who will operate out of Chicago, Ill.; John C. Spradley, Jr. who will be responsible for sales in the Southwest, operating out of Dallas, Tex.; and, Michael Thomas, based in Charlotte, N.C., who will handle sales in the Eastern U.S.

* * *

JET ELECTRONICS AND TECHNOLOGY, INC., a wholly-owned subsidiary of BFGoodrich Aerospace, has acquired the assets and technology of Advanced Navigation Instruments (ANI) from Compudyne Corp. ANI develops and manufactures Loran-C receivers for use in airborne and terrestial location systems.

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Airport & Airway
Trust Fund
20X8103
Income Statement
For the Period 10/01/88 Through 07/31/89

	Current Month	Year-To-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 11,787,000.00	$ 576,723,000.00
Transp by air, seats, berths, etc	264,934,000.00	2,624,374,000.00
Use of International travl fac	8,559,000.00	85,159,000.00
Transp of property and cargo	14,423,000.00	148,433,000.00
Gasoline:		
1. Commercial 9 cents tax	232,000.00	2,081,000.00
2. Noncommercial 9 cents tax	1,892,000.00	12,014,000.00
3. Noncommercial 2.9 cents tax	626,000.00	3,913,000.00
Total Tax Receipts	$ 302,453,000.00	$ 3,452,697,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 294,670,988.00	$ 296,606,578.00
Aviation Fuels Commercial	0.00	82,936,280.00
Gas Retailers Tax	0.00	3,830.00
Gasoline Manufacturer's Tax	0.00	70.00
Aircraft Use Principal	0.00	440.00
Total Reimbursements for Tax Receipts	$ 294,670,988.00	$ 379,547,198.00
Net Tax Receipts	$ 7,782,012.00	$ 3,073,149,802.00
Interest on Investments	$ 2,413,266.19	$ 1,007,606,059.70
Accrued Interest Inc. 1/	98,988,096.95	98,988,096.95
NET RECEIPTS	$ 109,183,375.14	$ 4,179,743,958.65
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 610.00
NONEXPENDITURE TRANSFERS		
Dept. of Transportation	$ (289,706,666.00)	$ (2,254,706,666.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(21,537,750.00)
TOTAL NONEXPEND TRANSFERS	$ (289,706,666.00)	$ (2,276,244,416.00)
TOTAL OUTLAYS/TRANSFERS	$ (289,706,666.00)	$ (2,276,245,026.00)
SURPLUS/(DEFICIT)	$ (180,523,290.86)	$ 1,903,498,932.65

1/ Income earned but not collected.

Airport & Airway
Trust Fund
20X8103
Balance Sheet
As of 07/31/89

ASSETS		
Undisbursed Balances:		
Avail. for Invest.	$ (380.51)	
TOTAL UNDISBURSED BALANCE		$ (380.51)
Receivables:		
Interest Receivable 1/	$ 98,988,096.95	
TOTAL RECEIVABLES		$ 98,988,096.95
Investments:		
U S Treasury Certificates of Indebtedness 9-1/8% matures 06/30/90	$ 12,936,178,000.00	
NET INVESTMENTS		$ 12,936,178,000.00
TOTAL ASSETS		$ 13,035,165,716.44
LIABILITIES & EQUITY		
LIABILITIES		
EQUITY		
Trust Fund Equity 2/	$ 13,035,165,716.44	
TOTAL EQUITY		$ 13,035,165,716.44
TOTAL LIABILITY & EQUITY		$ 13,035,165,716.44

1/ Income earned but not collected
2/ Does not include transfer account balances

127A

Airport & Airway
Trust Fund
20X8103
Program Agency
Activity Report
For the Period 10/01/88 Through 07/31/89

	Current Month	Year-To-Date
UNDISBURSED BALANCES:		
Operations	$ 2,364.92	$ 989.33
Grants-in-Aid	32,793,363.04	(2,732,275.40)
Facilities & Equipment	79,856,327.71	41,756,755.53
Research Engineering Develpmnt	3,564,359.58	1,558,953.68
TOTAL UNDISBURSED BALANCE	$ 116,216,415.25	$ 40,584,423.14
EXPENSES:		
Operations	$ 39,274,301.08	$ 398,901,126.08
Grants-In-Aid	53,606,636.96	850,972,504.72
Facilities and Equipment	73,573,672.29	846,745,618.28
Research Engineering Develpmnt	7,035,640.42	106,008,712.39
NOAA Aviation Weather Services	0.00	21,537,750.00
TOTAL EXPENSES	$ 173,490,250.75	$ 2,224,165,711.47
NONEXPENDITURE TRANSFERS:		
Dept. of Transportation	$ (289,706,666.00)	$ (2,254,706,666.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(21,537,750.00)
TOTAL NONEXPEND TRANSFERS	$ (289,706,666.00)	$ (2,276,244,416.00)

Financial Management Service
Finance Division
Funds Accounting Branch
Date: 1 9 SEP 1989

THE WEEKLY OF
BUSINESS AVIATION™
OCT 23 1989

INTELLIGENCE

PIPER AIRCRAFT Owner Stuart Millar, President Ray Johnson and two other company executives were in the Soviet Union last week, conducting the latest in a series of discussions with Soviet officials. A Soviet delegation visited Piper's facilities in Vero Beach, Fla. last month after a similar visit with Gulfstream Aerospace officials in Savannah, Ga. (BA, Sept. 25/97).

DEADLINE for submission of cost proposals in the Air Force's Tanker Transport Training System (TTTS) program had been today (Oct. 23), but the deadline was extended to Oct. 31. Official flight demonstrations of the contending aircraft will begin this week at Wright-Patterson Air Force Base in Dayton, Ohio. Cessna will fly its entry this week, the Learjet Model 31 is scheduled for the week of Oct. 29-Nov. 4, the following week has been set aside for possible weather delays during the first two weeks and Beech will demonstrate the Beechjet the week of Nov. 13.

SHORTAGE of qualified pilots and aviation mechanics is well known, but the National Association of State Aviation Officials has identified yet another manpower shortage. Based on a recent membership survey, NASAO President Jack Kemmerly said there will be a demand for more than 650 college graduates trained in airport planning and engineering over the next two and one-half years. "The situation is at a critical stage," Kemmerly said, "particularly when you consider the fact that we are entering a decade of greatest demand for airport capacity expansion."

PIPER AIRCRAFT and economic development officials in the state of Pennsylvania have held preliminary discussions about the possible resumption of some limited aircraft assembly operations at Piper's former plant in Lock Haven, Pa. Plan under discussion centers around restarting Chieftain production at Lock Haven, but is apparently contingent upon substantial state funding to defray startup and training expenses.

GAMA SHIPMENTS UP NEARLY 30 PERCENT IN FIRST NINE MONTHS

General Aviation Manufacturers Association said the number of new aircraft delivered by its member companies increased nearly 30 percent in the first nine months of 1989, compared to the same period a year ago. GAMA members reported delivery of 1,090 new aircraft valued at $1.233 billion through September, increases of 27.9 and 6.2 percent over the 852 aircraft valued at $1.16 billion during the first nine months of 1988.

GAMA said the improved results "indicate that the industry is continuing its slow recovery from the deepest depression in its history." The number of aircraft exported to other countries also increased sharply. Exports totaled 406 units valued at $427 million, compared to 311 aircraft valued at $378 million in the 1988 period. Exports accounted for 37.2 percent of total industry deliveries and 34.6 percent of industry billings for the first three quarters of 1989. (BUSINESS AVIATION'S compilation of aircraft shipments by both foreign and domestic manufacturers shows deliveries in the first nine months of 1989 were up 35.1 percent, compared to the same period last year. Aircraft deliveries by make and model are shown in a chart that begins on Page 133).

GAMA President Ed Stimpson said "While these gains are very important, we must keep them in

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY - THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 89	Cal. Year
AEROSPATIALE GENERAL AVIATION			
● Single-Engine			
TB-9	Tampico	6	16
TB-10	Tobago	11	19
TB-20	Trinidad	8	52
TB-21	Trinidad TC	3	8
Total		28	95
BEECH AIRCRAFT CORP.			
● Single-Engine			
BE-F33A	Bonanza	24	82
BE-A36	Bonanza	8	36
BE-36TC	Bonanza	3	8
● Multi-Engine			
BE-58	Baron	9	20
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	11	24
BE-200	Super King Air	6	22
BE-200C	Super King Air	1	1
BE-200T	Super King Air	0	0
BE-300	Super King Air	11	23
BE-1900C	Commuter	11	31
Beechjet 400		3	10
BE-1300		2	2
Total		89	259
(Quarter $146,994,306)			
(Year-to-date $341,653,696)			
BRITISH AEROSPACE			
● Multi-Engine			
BAe	Jetstream 31	21	34
BAe 146-100		0	0
BAe 146-200		4	12
BAe 146-300		1	7
HS-125 Model A		6	13
HS-125 Model B		2	10
Total		34	76
PILATUS BRITTEN-NORMAN			
● Multi-Engine			
BN-2B	Islander	4	6
BN-2T	Islander	1	1
Total		5	7
CANADAIR			
● Multi-Engine			
CL-601-3A		5	13
Total		5	13
CESSNA AIRCRAFT CO.			
● Single-Engine			
CE-208	Caravan I	17	54
● Multi-Engine			
CE-406	Caravan II	4	9
CE-550	Citation II	6	25
CE-S550	Citation S/II	0	1
CE-650	Citation III	4	12
CE-560	Citation V	14	18
Total		45	119
CHRISTEN INDUSTRIES			
● Single-Engine			
S-1T	Pitts	1	3
S-2B	Pitts	6	17
A-1	Husky	12	36
Total		19	56
AVION-MARCEL DASSAULT			
● Multi-Engine			
AD-My.10	Falcon	0	3
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	3	7
AD-My.900	Falcon	2	11
Total		5	22
De HAVILLAND AIRCRAFT OF CANADA			
● Multi-Engine			
DHC-8	Dash 8 Series 100	13	31
DHC-8	Dash 8 Series 300	5	8
Total		18	39

		3rd Quarter 89	Cal. Year
EMBRAER			
● Single-Engine			
EMB-201A	Ipanema	7	14
EMB-711ST	Corison II	3	10
EMB-712	Tupi	4	6
EMB-720	Minuano	4	9
● Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	12	24
EMB-121	Xingu	0	0
EMB-810D	Seneca II	16	30
EMB-820		0	0
EMB-821	Carajah	2	5
Total		48	98
FAIRCHILD AIRCRAFT			
● Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		2	9
Expediter		0	0
Total		2	9
GULFSTREAM AEROSPACE			
● Multi-Engine			
G-IV	Gulfstream IV	10	28
Total		10	28
ISRAEL AIRCRAFT INDUSTRIES			
● Multi-Engine			
1125	Astra	1	5
Total		1	5
LAKE AIRCRAFT			
● Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	5	18
Total		5	18
LEARJET CORP.			
● Multi-Engine			
LR-31		3	5
LR-35A		5	6
LR-36A		0	0
LR-55C		2	4
Total		10	15
(Domestic $15,466,798)			
(Export $28,755,374)			
MAULE AIR INC.			
● Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	1	2
M-6-235		3	6
MX-7-180	Lunar Rocket	1	4
M7-235	Super Rocket	4	10
MX-7-235		1	5
Total		10	27
MOONEY AIRCRAFT CORP.			
● Single-Engine			
M-20J	201 Lean Machine	23	50
M-20J	205	0	0
M-20K	231	3	13
M-20K	252	0	0
M-20L	PFM	2	5
M-20J	AT	3	3
M-20M	TLS	12	12
Total		43	83
PIPER AIRCRAFT CORP.			
● Single-Engine			
PA-18-150	Super Cub	13	39
PA-28-161	Warrior	2	14
PA-28-161	Cadet	92	207
PA-28-281	Archer II	13	33
PA-28-236	Dakota	4	10
PA-28R-201	Arrow IV	12	24
PA-28RT-201	Turbo Arrow IV	3	5
PA-32-301	Saratoga	6	13

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		3rd Quarter 89	Cal. Year
PA-32R-301	Saratoga SP	4	9
PA-46-310P	Malibu	0	1
PA-46-350P	Mirage	32	76
● Multi-Engine			
PA-34-220T	Seneca III	4	30
PA-42-720	Cheyenne IIIA	0	1
PA-42-1000	Cheyenne 400LS	0	2
PA-44-180	Seminole	6	6
Total		191	470

	3rd Quarter 89	Cal. Year
SHORT BROTHERS		
● Multi-Engine		
SD-3-30	*	*
SD-3-60	*	*
Total	*	*
SINGLE-ENGINE	356	929
MULTI-ENGINE	212	510
GRAND TOTAL	568	1,439

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1989	1988	1987	1989	1988	1987
Aerospatiale	28	25	17	95	55	64
Beech	89	78	85	259	258	215
British Aerospace	34	20	24	76	67	73
Britten-Norman	5	3	5	7	8	19
Canadair	5	3	4	13	13	13
Cessna	45	47	38	119	116	139
Christen	19	*	*	56	*	*
Dassault	5	14	12	22	37	23
DeHavilland	18	11	6	39	17	26
Embraer	48	17	33	98	52	89
Fairchild	2	4	3	9	12	24
Gulfstream	10	10	*	28	31	10
Israel	1	*	*	5	8	5
Lake	5	6	6	18	24	16
Learjet	10	2	6	15	13	10
Maule Air	10	15	8	27	48	43
Mooney	43	34	33	83	109	106
Piper	191	59	*	470	190	169
Shorts	*	*	3	*	7	15
TOTAL	568	348	283	1439	1065	1059

* Figures not available

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INTELLIGENCE

NATIONAL TRANSPORTATION SAFETY BOARD has now been without a permanent chairman for 14 months and NTSB officials acknowledge that the White House delay in making a permanent appointment is having an effect on the morale and direction of the accident investigation agency. James Kolstad has been acting chairman since mid-August of 1988 but has been constrained from putting his own management stamp on the agency because of his tenuous status. The situation is exacerbated by the fact that James Burnett, who served as chairman of the agency for nearly six years, remains an NTSB member and he and Kolstad have dissimilar management styles.

U.S. AIR FORCE is expected to make a source selection in the Tanker Transport Training System (TTTS) competition by March 1 (BA, Oct. 23/129).

PIPER AIRCRAFT PRESIDENT Ray Johnson says finding and certifying component vendors to supply aircraft parts is a major continuing problem for the Vero Beach, Fla. manufacturer. Because of relatively low production volumes in the general aviation manufacturing industry, Johnson says many potential vendors ignore the GA market, while others avoid it because of the complications of FAA requirements and concerns about possible product liability litigation if an aircraft carrying one of their components is involved in an accident.

LEARJET CORP. officials, asked about the status of the sale of the Wichita-based manufacturer, say Drexel Burnham Lambert has received a large number of bids from prospective purchasers. The investment banking firm, which was retained by Learjet parent Integrated Resources in August (BA, Aug. 21/58) is now attempting to "whittle that number down" and several contenders are currently engaged in due diligence studies. The due diligence process is expected to be completed in three to four weeks, at which time Drexel will set a final bid date.

LONG BEACH CITY COUNCIL PROPOSES BAN ON STAGE II AIRCRAFT AT AIRPORT

Long Beach City Council will hold a second reading and is expected to vote on a controversial ordinance Tuesday, which would restrict the local airport to Stage III aircraft and set a night-time single-event noise exposure limit (SENEL) ceiling at 79 decibels. The proposed ordinance also targets a cumulative noise exposure level (CNEL) of 65 for the airport, requiring different segments of aviation to abide by a "noise budget" to meet that level.

The ordinance would replace an interim noise ordinance which took effect in July. The city drafted the ordinance after U.S. District Judge Laughlin E. Waters ordered Long Beach in November of 1988 to come up with "equitable" noise guidelines. The city has been involved in litigation since 1981 when a group of air carriers, led by Alaska Airlines, sued to reduce restrictions on the number of flights they could schedule. The city wanted to control the number of flights to keep noise levels down, said Long Beach Deputy Attorney Roger Freeman.

Freeman said the ordinance "provides the users an opportunity to maintain an appropriate level of operation." The city has about 1,000 pages of research and documentation, which show the restric-

(Continued on the following page)

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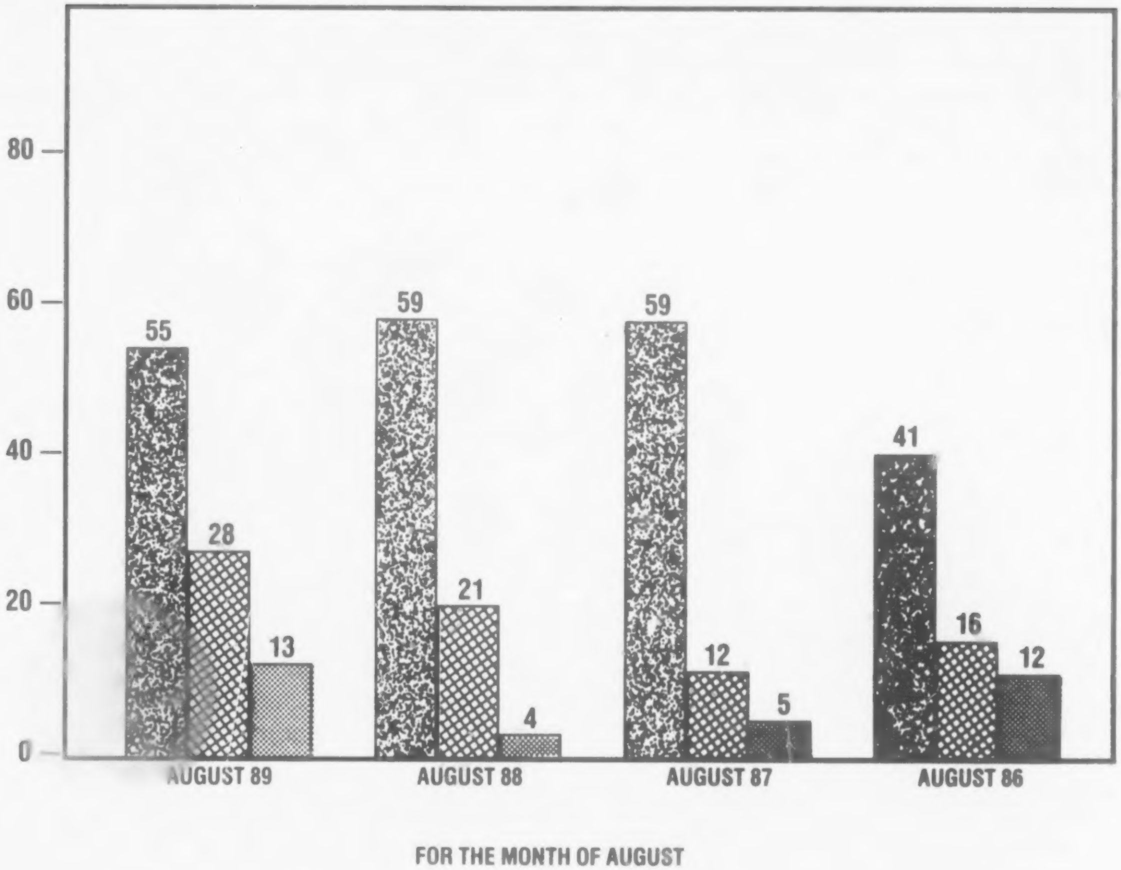
USED RETAIL JET DELIVERIES - NORTH AMERICA



▨ LIGHT	▦ MEDIUM	■ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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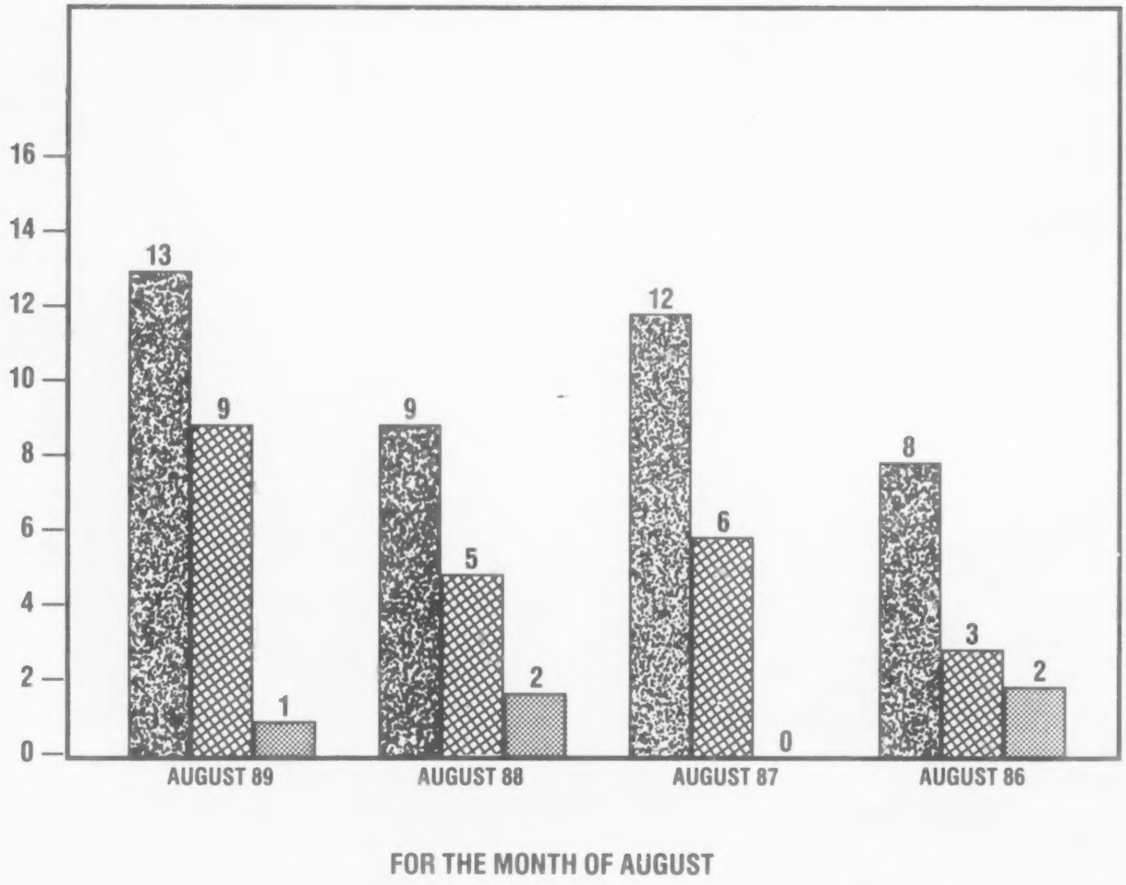
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



▩ LIGHT	▨ MEDIUM	▒ HEAVY
SN601 Corvette Beechjet 400 Citation 1 + 2 Falcon 10 + 100 I.A.I. 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond 1/1A/2 MS760 Paris Jet	Citation 3 Falcon 20/200 BAE 125 (All Models) I.A.I. 1123/1124/1124A Westwind I.A.I. 1125 Astra Lear Jet 55/55ER/55LR/55XLR/55C Saberliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airliner Type Jets Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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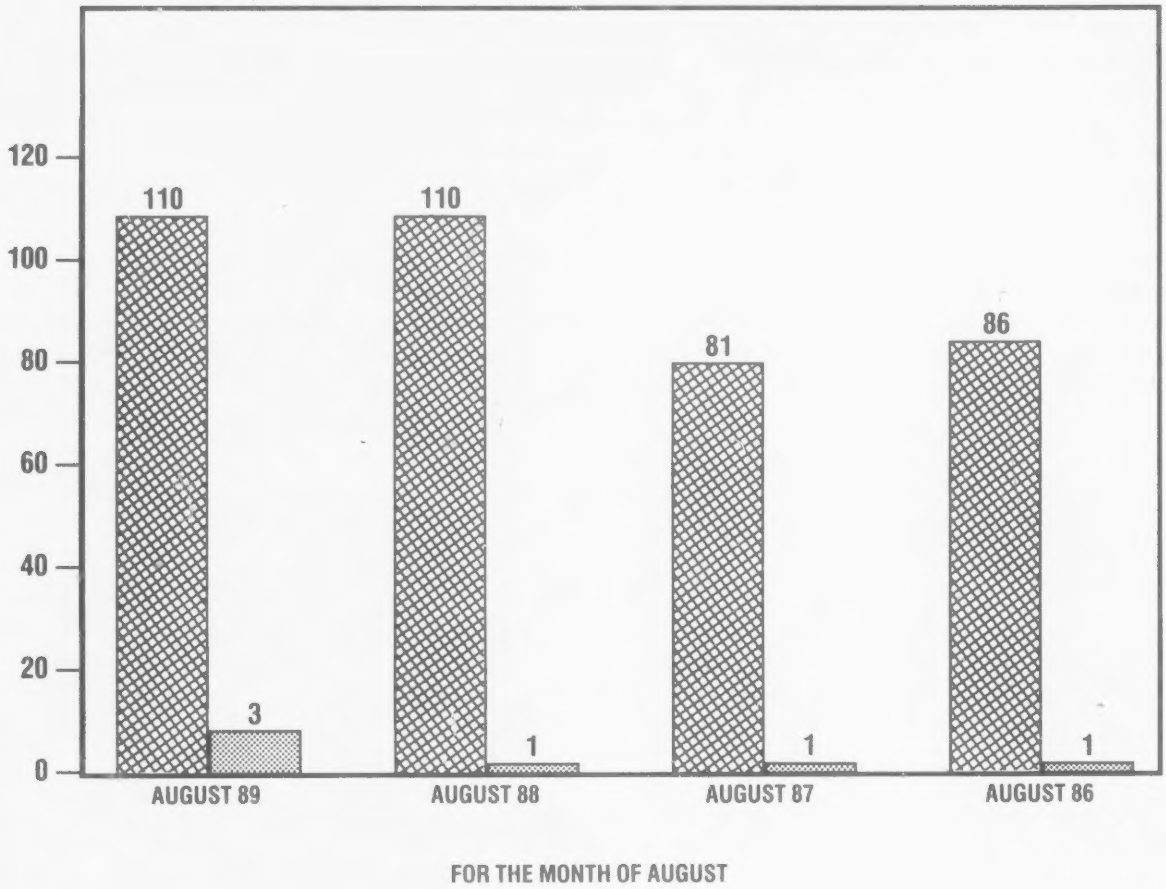
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA

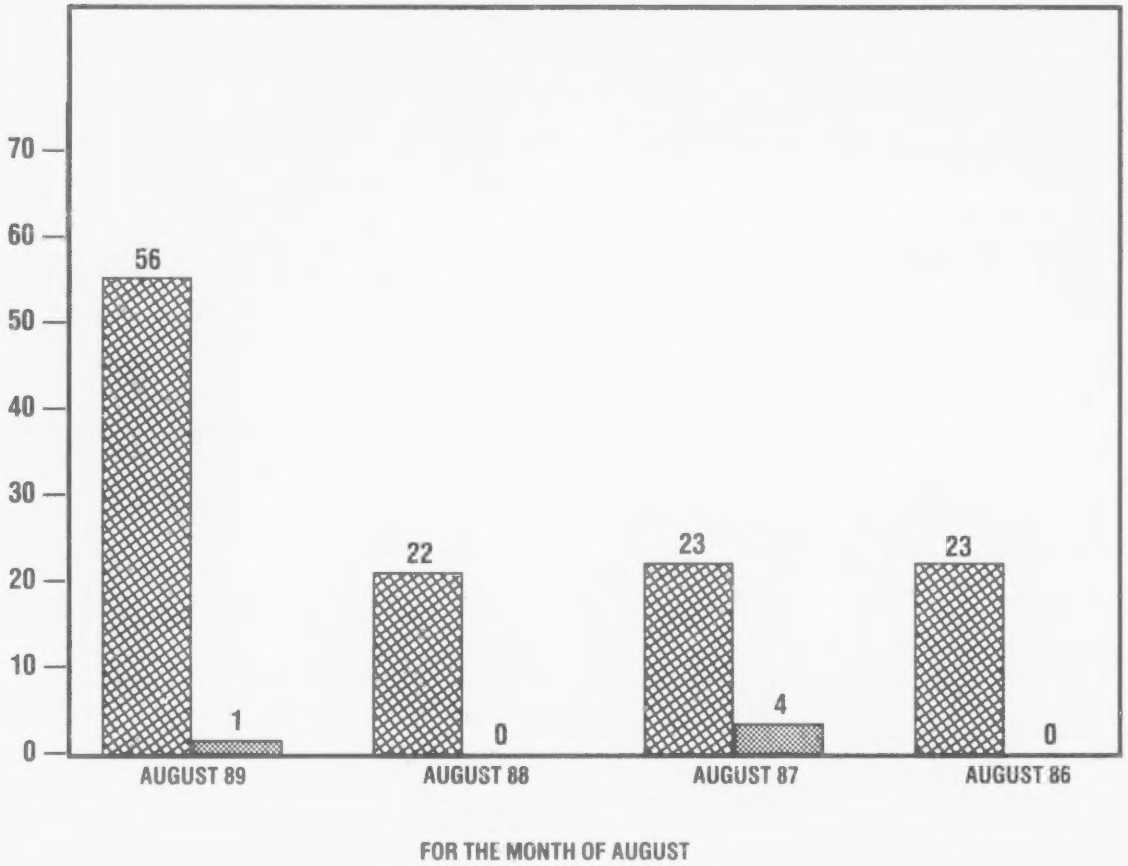


▩ **MEDIUM**	▨ **HEAVY**
Turbo Commander (All Models) Beech 90 King Air (All Models) Beech 100 King Air (All Models) Beech 200 King Air (All Models) Beech 300 King Air (All Models) Cessna 400 SRS Conversions Cessna 425/441/406/435 Mitsubishi MU2 (All Models) PA31T/PA42 Cheyenne (All Models) Swearingen Merlin/Metro (All Models)	G159 Gulfstream 1 All Airliner Type Turboprops Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

SEPTEMBER 89

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



▩ MEDIUM	▨ HEAVY
Turbo Commander (All Models) Beech 90 King Air (All Models) Beech 100 King Air (All Models) Beech 200 King Air (All Models) Beech 300 King Air (All Models) Cessna 400 SRS Conversions Cessna 425/441/406/435 Mitsubishi MU2 (All Models) PA31T/PA42 Cheyenne (All Models) Swearingen Merlin/Metro (All Models)	G159 Gulfstream 1 All Airliner Type Turboprops Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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